

Henry Clapp
 Brig. Clie.
 1830



Henry Clapp

BRIG. CLIE. 1830

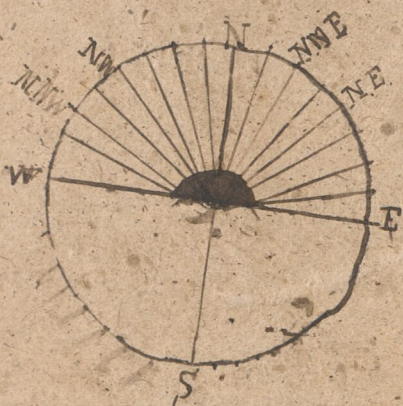
Henry Clapp

Brig. Clie.

1-49

1849
 2-29
 3-29

Boston



10:50

BRIG CLIO from BOSTON towards ST CATHERINES



HENRY CLAPP JR

By Henry Clapp Jr

BRIG CLIO

By Henry Clapp Jr



1850

THE

DATE



10:50

Brig Clio from Boston towards St. Catharines

H	K	F	Courses	Winds	Remarks January 18 th 18 28 30
1	6		S. S. W.		Commenced moderate breeze and clear weather.
2	6				A heavy swell from the N. W. All sail set. At
3	6				2-30 m. AM passed a brig standing to the South &
4	6				affected on the starboard tack.
5	5				At meridian light breeze &
6	5				clear weather.
7	5				
8	5				
9	5				
10	5				
11	5		Calm		
12	4	4			
1	3				
2	3				
3	3				
4	3				
5	3				
6	3				
7	3				
8	3				
9	3				
10	2	4	S. S. E.	N. W.	
11	2	6	S. S. W.	West	
12	3				

Course S. S. W.
 Dist. 85
 Diff. Lat. 84
 Departure 11
 Diff. Long. 12
 Lat. D. R. 20.4
 Lat Obs'd 20.3
 Long. D. R. 24-42
 Dist. for Log. 87

Brig Cleo from Boston towards St. Catharines

H	K	F	Courses	Windy	Remarks January 19 th 1831
1	1		S. by E.	N. W. by W.	Commences light breeze & pleasant weather.
2	1		S. S. W.	West	A sail set to the West & supposed to be the same one seen at 2:30 A.M. 18 th
3	2		---		
4	2		---		
5	2		---		Remaining part of the 24 course light and baffling breeze & calm.
6	2		---		
7					
8					
9					
10					
11					
12					
1					
2					
3					
4	4				
5	3				
6	3				
7	3				
8	3				
9	3				
10	3				
11	2				
12	1	4			

Course S. 7 deg. W
 Dist 36
 Dep. 2-6
 Diff. Lat 35-3
 Diff. Long 3
 Lat. D.R. 19-30
 Long D.R. 24-37
 Lat. Obs'd 19-26
 Dist. by Log 36

King, Ohio

A. B. P. Ingham Master

H	K	F	Course	Winds
1	1		S.S.W.	
2	1			
3	1			
4	1			
5	1			
6	1			
7	1			
8	1			
9	1			
10	1			
11	2			
12	2			
1	3			
2	4			
3	4			
4	4			
5	3			
6	4			
7	5			
8	5			
9	5			
10	5			
11	5			
12	5			

variables

N. N. W.

Remarks January 20th 1830

Commences with light and variable wind. Tried up the spare sail to dry. At mid-night a moderate breeze from the North

Moderate breezes from the N. W.

Course S. 10° West
 Dist. 68
 Dek. 10
 Diff. Lat. 67.3
 Diff. Long 11
 Lat. D. R. 18.12
 Long. D. R. 24.56
 Lat. Observed 18.02
 Long. Observed
 Lat List. by log. 68

H
 1
 2
 3
 4
 5
 6
 7
 8
 9
 10
 11
 12
 1
 2
 3
 4
 5
 6
 7
 8
 9
 10
 11
 12

From Boston Towards St. Catharines I America

H	K	F	Course	Windy	Remarks, January 21 st 1830
1	6		South		Commence pleasant weather
2	6				At 6 o'clock P.M. N. E. part of the Island
3	6				of St. Anthony (Cape Verde) bore West
4	6				Saw the Island of St. Lucia to the
5	6				S. W. During the night strong bree-
6	6				zes from the North & West. At day-
7	7				light saw the Island of Bonavista bear-
8	7		S. E. B. S.		ing N. E. And the Isd of May to the
9	6				S. E. At noon the island supposed to
10	6				be the Island of May proved to be Bon-
11	6				avista bearing N. E. B. E. per Compass
12	6				dist. 25 miles.
1	6				Saw the Lemon Rock dist. 10 miles
2	5				
3	5		S. E.		
4	5				
5	7				
6	7				
7	7				
8	7		S. B. W.		
9	7	4	S. S. W.		
10	7	4	S. W. B. S.		
11	7	4			
12	7	4			

Course
 Distance 152
 Departure 76
 Diff. Lat. 13 1/2
 Diff. Long. 84
 Lat. D. R. 17-20
 Long D R 23-44
 Lat. Obs'd 15-48
 Long. Obs'd
 Lat. in Log

Brig Cleo from (St. Catherine's) Boston towards St. Catherine's

H	K	A	Course	Windy	Remarks
1					January 22d 1830
2					Commence strong trade. At 4 PM. saw the Isle of
3					May.
4					At 4 PM. passed the shipping and place of
5					anchorage.
6					Saw the following vessels at the place of
7	7	SSC	SSC		anchorage viz. Brig Dromo of Boston
8	7				" Sybenna " do
9	7				" Comes " do
10	7				" Argos " do
11	7				" Edward " Salem
12	7				Ship Mary " Fairfield
1	7				
2	7				Departure taken from the Anchorage of
3	7				the Isle of May at 8 o'clock PM.
4	7				
5	7				Latter part of the 24 hours strong breeze
6	7				from the N.E.
7	7				
8	7				
9	7				
10	7				
11	7				
12	7				

Course S 34 E
 Lat. Obs. 13. 23
 Lat D.R. 13. 23
 Long D.R. 21. 47
 Dip 70.
 Diff Lat 105
 Diff Long 73
 Dist 126

H
1
2
3
4
5
6
7
8
9
10
11
12
1
2
3
4
5
6
7
8
9
10
11
12

Catheri

Ship Clip from Boston towards St. Catherine

H	K	F	Course	Wind	Remarks Saturday 23d. 1830
1	7	0	SSE	N.E.	Strong trade with a heavy swell.
2	7	0			Middle and latter part the same.
3	7	0			
4	7	0			
5	7	0			At 10 o'clock A.M. saw a number of fly-
6	7	0			ing fish.
7	7				
8	8				
9	8				
10	8				
11	8				
12	8				
1	8				
2	8				
3	7				
4	6				
5	8				
6	8				
7	8				At 6 o'clock P.M. struck 2 porpoises but lost them both.
8	8				
9	8				
10	8				
11	8				
12	8				

Course 23° E
 Dist. 186
 Dep. 72
 Diff Lat. 172°
 Diff Long. 73°
 Lat. D.R. $10^{\circ} 32'$
 Long. D.R. $20^{\circ} 34'$
 Lat. Obs. $10^{\circ} 30'$

Brig Elia from Boston towards St. Catherine.

H	K	E	Course	Wind	Remarks Sunday, January, 24th 1830
1	8		South	N.E.	Strong N.E. trade, all sail set.
2	8				
3	8				
4	8				
5	8				Bent a new Top Gallant Sail.
6	8				
7	8				During the night pleasant weather.
8	8				
9	7	6			
10	7	4			
11	7				At 11-30 saw a brig standing P.E.
12	7				Ends with a stiff breeze and pleasant weather.
1	6				
2	6				
3	6				
4	6				
5	8				
6	8				
7	8				
8	8				
9	7				
10	7				
11	7				
12	7				
					Course S. N. E.
					Dist 113
					Dep. 33.8
					Diff. Lat. 169.7
					Diff. Long. 34
					Lat Obs. 1-55
					Lat D.R. 1-42
					Lon D.R. 20

Br	H
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

Brig Cin from Boston towards St. Catherine

				Remarks
H	M	F	Course	Monday January 25th. 1830
1	6		S.S.E.	Moderate breeze & pleasant weather. All sail set.
2	6			
3	6			
4	6			
5	6		S.R.E.	At 6 A.M. the wind changed to the South'd
6	6			
7	5			
8	5			
9	5		South	
10	5			
11	5			
12	5			
13	5	4		
24	5	4	S.B.W.	Squally appearances
3	5	4		
4	5	4		
5	4	4		
6	4	4		Shortened sail.
7	4	4		
8	4	4		
9	2		S.W.	
10	2			At 9.30 PM struck 2 porpoises but lost them both.
11	2		S.B.W.	
12	2			

Course. S. 20. E. W
 Dist. 114
 Dep. 24
 Diff. Lat. 10
 Lon. 25
 Lat D.R. 5-55
 Lon D.R. 19-55

Brig Cleo from Boston towards St. Catharines

H	K	F	Course	Wind	Remarks Tuesday January 26 th 1850
1	2				Commences light & pleasant weather —
2	2				
3	2				
4	2				
5	2				
6	2				
7	2				During the night clear & pleasant weather —
8	2				
9	3				
10	3				
11	3	4			At 10 A.M. a heavy shower of rain.
12					At 11 A.M. Saw a Brig standing S.W.
1					
2					
3					
4					
5					
6					
7					
8					
9	2				
10	2				
11	1				
12	1				Ends with pleasant

Calm

Course. S. 10° W.
 Lat. 30
 Dep. 4
 Diff. Lat. 22
 Diff. Long. 4
 Lat Obs.
 Lat DR. 4-47
 Lon DR. 19-30

H	K
1	1
2	1
3	1
4	1
5	2
6	2
7	2
8	2
9	2
10	3
11	3
12	3
1	2
2	2
3	2
4	2
5	3
6	2
7	3
8	3
9	2
10	2
11	3
12	3


Brig Olio from Boston towards St. Catherine (S. A.)

H	K	F	Course	Wind	Remarks
1	1	4	South		Commence light and huffling windy with showers of rain
2	1	4			
3	1	4			
4	1	4			
5	2				During the night light squalls of rain
6	2				
7	2				
8	2		W. by S.		At day light saw a brig standing south and a brig to the S. W.
9	2		South		
10	3				
11	3				
12	3				Ends with light breezes from the East
1	2				
2	2				
3	2				All sail set
4	2				
5	3				
6	3				
7	3				
8	3				
9	2				
10	2				
11	3				
12	3				

Course	S 9° W	S 11° W
Dist.	73	30
Dep.	4-4	5-9
Diff. Lat.	72	29-4
Diff. Long.	4	5
Lat. Obs.	no observation	
Lat. D.R.	4-47	4-3
Long D.R.	19-30	18-29

H	K	F	Course	Windy	Remarks Thursday 28th 1830
1	1		S. B. W.	North	Commences light and baffling wind
2	1				
3	1				
4	1				The ship in sight showed ^{French} colour
5	2				
6	2	4			
7	2	4			
8	2	4			The Brig showed English colour
9	2	4			
10	2	4			
11	2	4			
12	2				At 4 P.M. lowered the Jolly Boats
1	2				exercise the boys in rowing
2	2				
3	2				Thermometer stands at 86
4	2				
5	2				
6	2				
7	"				During the night winds from the
8	"			Calm	Northward.
9	3				
10	3				
11	"				
12	"			Calm	Ends with baffling winds

H
1
2
3
4
5
6
7
8
9
10
11
12
1
2
3
4
5
6
7
8
9
10
11
12

Course South
 Dist. 41
 Dep. 
 Diff. Lat. 41
 Diff. Long. 10
 Lat D.R. 13=30
 Lon D.R. 19=30
 Lat Obs. 4=40

Brig Elis from Boston towards St. Catherine.

28th 1830

ing wind

ny

colony

part

in the

H	K	F	Course	Remarks
1				Friday January 29. 1830
2				Light variable wind with frequent calms through out the 24 hours.
3				
4				
5				
6			Calm	At 7 AM 3 sails in sight.
7				
8				
9	2		South	
10	2			
11	3			
12	3			
1				
2			Variable	
3				
4				
5				
6	1			
7	1			
8	1			
9	2		S.B.E.	
10	2			
11	2			
12	3			

Course S 16.6°
 Dist. 22
 Diff Lat 21.
 Dep. 6.
 Diff Lon 6.
 Lat DR 3° 7'
 Lon DR 19° 17'
 Lat Obs 3° 30'

H	K	F	Course	Windy	Remarks January 30th 1830
1	3		South	N. N.E.	Commences clear weather with light breeze.
2	3				
3	3				3 Sails in sight
4	3				
5	2				
6	2				During the night heavy showers of rain
7	2				
8	2				
9	2				Caught a turtle.
10	2				
11	2				
12	2				
1	1		Coast		
2	1				
3	1				
4	1				
5	1				
6	1				
7	1				
8	1				
9	1				
10	3				Ends with baffling wind.
11	2				
12	2				

Course S. E. E.
 Dist. 40
 Dep. 8
 Diff. Lat. 39
 Diff. Long. 8
 Lat. D.R. 2-28
 Lon. D.R. 19-09
 Lat. Obs. 22-34

Brig Clio from Boston towards St. Catherine. S. A.

H	K	F	Course	Wind	Remarks January 31. 1830.
1	2		S.B. W.		Commences clear & light and variable winds with showers of rain.
2	2				
3	2				
4	2				
5	2				
6	5		W. N. W.	Calin	During the night light and variable winds with showers of rain.
7	5	4			
8	1	4			
9	1	4			
10	1	4			
11	1	4			
12	1	4	S.B. W.		
1	3				
2	3				
3	3				
4	3				Variable
5	3	4			
6	3	4			
7	3	4			
8	3	4			
9	3				Ends with light winds and rain
10	3				
11	3				
12	3				

Course S. 36 E. W.

Dist. 55

Dep. 29

Diff Lat. 44

Diff Long. 9

Lat. D.R. 1-44

Lon. D.R. 19.

Brig. Elia from Boston towards St. Catharines I.A.

H	K	F	Course	Winds	Remarks
1	3		S.B.W.	North	During the 24 hours baffling winds with interval of calm.
2	3				
3	3				
4	4				
5	5				
6	5				
7	2				
8	2				
9	2				
10	2				
11	2				
12	2				
1					At 10 AM. caught a shark.
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
1					Calm
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

At 10 AM. caught a shark.

Calm

Ends with calm & pleasant weather.

Obs. Alt. 71 = 50 = 00
 Le. D. 16 = 16
 72 = 06 = 16
 Dip. 3 = 16
 App. Alt. 72 = 02 = 00
 Ref. 19
 72 = 02 = 41
 Par. 3
 True Cent. Alt. 72 = 02 = 44

90 = 00 = 00
 72 = 02 = 44
 17 = 51 = 6
 12 = 08 = 04
 49 = 14

Course. South
 Distance 85
 Dep. 00
 Diff Lat. 35
 Diff Long. 00
 Lat D.R. 1-9
 Long D.R. 19.00
 Lat. Obj. = 49

Brig Ohio from Boston towards St. Catherine's (S.A.)

<i>Hour</i>	<i>Hour</i>	<i>Hour</i>	<i>Course</i>	<i>Winds</i>
1	1	2	W.B.S.	S.B.W.
2	1	4		
3	1	4		
4	1	4		
5	2	4	S.B.E.	
6	2	4		
7	2			
8	2		S.E.	
9	3			
10	3			
11	3			
12	3			
1	3			
2	3		S.E.B.E.	S.B.W.
3	3			
4	3		S.E.	S.S.W.
5	3			
6	3			
7	3			
8	3	4		
9	3	4	S.E.B.E.	S.B.W.
10	3	4		
11	3	4		
12	3	4		

Remarks Tuesday February 2nd 1830
Commences light air from the South id

At 4 P.M. tacked ship to the south id and
Cast a

At midnight light squally of rain

Course S. 40. E.
Dist. 65
Dep. 28.3
Diff Lat. 49.6
Diff Long. 24.7
Lat. D.R. 6.8
Long. D.R. 18
Lat. 6.5

Brig Elie from Boston towards St Catherine's (South America)

Day	Hour	Course	Winds	Remarks
1	4	W. S. W.		Commences stiff breeze from the South'd.
2	4			
3	4			
4	4			
5	4			
6	4			
7	4			
8	4			
9	4			
10	4			
11	4			
12	4			
1	4	S. W. B. W.		At 1 1/2 PM tacked ship to the westward
2	4			
3	4			
4	4			
5	4			
6	4			
7	4			
8	4			
9	4			
10	4			
11	4			
12	4			
1	4	W. S. W.		At 2 P.M. his godship of the sea came along-side accompanied by his usual retinue of thavens and scrappys with their assistants. A number of candidates offered themselves for initiation. and the ceremonies of crossing the equator were duly performed upon them.
2	4			
3	4			
4	4			
5	4			
6	4			
7	4			
8	4			
9	4			
10	4			
11	4			
12	4			
1	4			Ends stiff breezes with flying clowdy
2	4			
3	4			
4	4			
5	4			
6	4			
7	4			
8	4			
9	4			
10	4			
11	4			
12	4			

Course S. 56. W.
 Dist. 96
 Diff. Lat. 10
 Diff. Long. 79
 Lat. D. R. 18 55
 Lon. D. R. 14 13
 Def. 11
 Lat. Ob.

Big Lie from Boston towards St. Catherine (South America)

Day	Hour	Course	Wind	Remarks
1	4	W. S. W.	South.	Commenced moderate wind from the south
2	4			
3	4			
5	4			
6	4			
7	4			
8	4			
9	4			
10	4			
11	4			
12	4			
1	4			
2	4			
3	4			
4	4			
5	4			
6	4	S. W. 1/2 W.	S. B. E.	
7	4			
8	4			
9	4			
10	4			
11	4			
12	4			

Course S. 74° W.
 Dist 96 miles
 Diff Lat 59 = 4
 Diff Long 14
 Dep. 14
 Lat D. R. 1 = 6
 Lon D. R. 19 = 49

Brig Cle from Boston towards St. Catherine S. A.

Remarks January 5th 1830

H	K	F	Breeze	Wind
1	5		S. W.	
2	5			
3	5			
4	5			
5	5			
6	5			
7	5			
8	5			
9	5			
10	5			
11	5			
12	5			
1	5	4	S. W.	
2	5	4		
3	5	4		
4	5	4		
5	5	4		
6	5	4	S. S. W. / W	S. E.
7	5	4		
8	5	4		
9	5		S. S. W.	S. E.
10	5			
11	5			
12	5			

Fresh trades and clear weather.
All sail set

Middle and latter part pleasant weather and moderate breeze.

Course S. 40. W.
Dist. 124
Dep. 77
Diff. Lat. 95
Diff. Long. 77
Lat. D. R. 241
Long. D. R. 2026
Lat Obs. 244

Brig Elia from Boston towards St. Catherine's S. A.

Day	Hour	Wind	Course	Remarks	Barometer	Thermometer	1830
-----	------	------	--------	---------	-----------	-------------	------

1	6						
2	6						
3	6						
4	6						
5	6						
6	6						
7	6						
8	6						
9	5						
10	5						
11	5						
12	5						
1	5						
2	5						
3	5						
4	5						
5	6						
6	6						
7	6						
8	6						
9	7						
10	7						
11	7						
12	7						

S. S. W.

Fresh breeze from the S. E. All sail set to advantage.

Middle and latter part strong trade.

S. S. W.

S. S. W.

S. S. W.

Course S. 44 N
 Dist. 140
 Dep. 62
 Diff. Lat. 122-7
 Diff. Long. 62
 Lat. D. R. 4-44
 Long. D. R. 21-28
 Lat. U. 4-46

Brig Clis from Boston towards St. Catharines (P.A.)

Day	Hour	Course	Wind	Remarks
1	1	S.W. 1/2 S.	S.S.E.	Strong breezes from the S.S.E. all sail ^{set} standing to advantage.
2	1			
3	1			
4	1			
5	1			
6	1			
7	1			
8	1			
9	1			
10	1			
11	1			
12	1			
1	1			
2	1			
3	1			
4	1			
5	1			
6	1			
7	1			
8	1			
9	1			
10	1			
11	1			
12	1			

At 6 A.M. saw a sail standing to the South'd & West'd.

Course S. 35. W.
 Dep. 107
 Dist. 168
 Diff. Lat. 180
 Diff. Long. 107
 Lat D.R. 6-54
 Long. D.R. 22-15
 Lat Obs.

Bring ship from Boston towards St. Catherine (P.A.)

Day	Hour	Wind	Remarks	Bar
1	8	S. S. E.	Commences strong trades.	N30
2	8			
3	8			
4	8			
5	8			
6	8			
7	8	S. W. S.		
8	8			
9	8			
10	8	S. W. S. E. B. S.		
11	8			
12	8			
1	7			4
2	7			4
3	7			4
4	7			4
5	7	S. W. S. S. E. B. S.		
6	7			
7	7			
8	7			
9	7			
10	7			
11	7			
12	7			

Middle and latter part pleasant weather. All drawing sail set

Course S. 42. E. W.
 Dist 182.
 Diff. Lat. 134
 Dep. 121-6
 Diff. Long. 123
 Lat. D. R. 9-08
 Long. A. R. 25-18
 Lat. O. R. 9-17

Brig Ohio from Boston towards St. Catherine's (L.A.)

Day	Hour	Course	Windy	Remarks
1	7	S. by W.	S.E.	Fresh breeze from the S.E.
2	7			All drawing sail set.
3	7			
4	7			
5	7			
6	7			
7	7			
8	7			
9	7			
10	7			
11	7			
12	7			
1	8			
2	8			
3	8			
4	6			
5	6			
6	6			
7	7			
8	7			
9	7	S. by W.	S.E.	
10	7			
11	7			
12	7			

Middle and latter part stiff breeze

Course. N 43° W.
 Dist. 165
 Dep. 142.5.
 Diff Lat 120.2.
 Diff Long 1/4.
 Lat. S. 11.18.
 Long. W. 27.13.
 Lat. Observation 11.25.

Brig ship from Boston towards St Catherine's (L.A.)

Remarks February 10th 1830

Day	Hour	Wind	Course	Windy
1	6		W. off	
2	6			
3	6			
4	6		S. off	
5	6			
6	6			
7	6			
8	6			
9	5 4		S.W.B.S.	
10	5 4			
11	5 4			
12	5 4			
1	6			
2	6			
3	6			
4	6			
5	6			
6	6			
7	6			
8	6			
9	6			
10	6			
11	6			
12	6			

Moderate breezes from the S.E. All sail set to advantage.

At 3.30 PM exchanged ensign with an English Brig.

At 6 P.M. spoke Brig Mary Brade from London towards Rio Janeiro 40 days out.

At 9 A.M. sent a boat to the Mary Brade with letters and papers for Rio Janeiro.

Course. S. 43° W. 140° W.

Dist. 16° 13'

Dep. 112° 5'

Diff. Lat. 120° 20' 13"

Diff. Long. 79

Lat. D.R. 13° 6'

Long. D.R. 28° 40'

Lat Observati

Brig Cleopatra from Boston towards St. Catherine

Day	Hour	Wind	Course	Wind
1	5		S. by W. B. S.	S. E.
2	5			
3	5			
4	5			
5	5			
6	5			
7	5			
8	5			
9	5			
10	5			
11	5			
12	5			
1	6		S. by W.	S. E.
2	6			
3	6			
4	6			
5	6			
6	5	4		
7	5	4	S. by W. B. S.	
8	6			
9	8			
10	8			
11	8			
12	8			

Remarks Thursday Oct 11. 1820
Moderate breeze from the S. E.
All sail set to advantage.

At 10 A.M. saw a sail standing
to the South'd & West'd.

End with stiff breeze from
the S. E. and pleasant weather
All sail set.

Course S. by W.
Dist. 139.
Dep. 83.
Diff. Long. 86.
Diff. Lat. 111.
Lat. D. R. 15.19.
Long. D. R. 30.06
Lat Obj 16.08

Day	Hour
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	

Brig *Clis* from Boston towards St Catherine's

1830

S.E.

landing

on
after

1830
1 1
2 7
3 7
4 7
5 7
6 7
7 7
8 7
9 7 4
10 7 4
11 7 4
12 7 4
1 7 4
2 7 4
3 7 4
4 7 4
5 7 4
6 7 4
7 7 4
8 7 4
9 7 4
10 7 4
11 7 4
12 7 4

Remarks Friday February 12th 1830
Fresh breeze from the S.E. All
sail set to advantage.

Middle and latter part fresh
breeze and pleasant weather.

Course S. 34. W.
Dist. 126
Dep. 98
Diff Lat 146
Diff Long 102
Lat. D.R. 17° 34'
Long. D.R. 81° 48'
Lat. Obj. 17° 32'

Brig. *Brig from Boston towards St. Catherine (S. I.)*

<i>Re</i>	<i>W</i>	<i>W</i>	<i>W</i>	<i>W</i>	<i>Remarks</i>
1	7	4	<i>S. W. 10°</i>	<i>East</i>	<i>Saturday February 13th 1830.</i>
2	7	4			<i>Moderate breeze from the East'd.</i>
3	7	4			<i>All drawing sail set.</i>
4	7	4			
5	7	4			
6	7	4			
7	7	4			
8	7	4			
9	7	4			
10	7	4			
11	7	4			
12	7	4			<i>Middle and latter part fresh</i>
1	7	4			<i>breeze and pleasant weather.</i>
2	7	4			
3	7	4			
4	7	4			
5	7	4			
6	7	4			
7	7	4			
8	7	4			
9	7	4			
10	7	4			
11	7	4			
12	7	4			

Course S 45° E
Distance 180 miles
Diff. Lat 12° 3'
Diff. Long 13° 4'
Lat 20° 19' 39"
Long 68° 34' 02"
Lat. 19° 26'
Departure 121-3

230

Orig. Obs from Boston towards St. Catherine (South America)

Day	Obs	Hour	Course	Wind
1	7		R/W	S.E.
2	7			
3	7			
4	7			
5	7			
6	7			
7	7			
8	7			
9	7			
10	7			
11	7			
12	7			
1	7			
2	7			
3	7			
4	7			
5	6	4		
6	6	4		
7	6	4		
8	6	4		
9	6			
10	6			
11	6			
12	6			

Remarks February 14th 1830.

Moderate breeze from the South'el & East'el
All sail set to advantage.

Ends with moderate breeze and pleasant weather.

Course. S 45 W
Dep. 114=6
Dist. 162
Diff. Lat. 114.6
Diff. Long. 122
Lat. Obs. 21=29
Lat. D.R. 21=21
Long D.R. 36=4
Long Obs. 35.

Brig Glio from Boston towards St. Catharines
 Remarks Monday February 15th 1830.

Day	Hour	Course	Wind
1	6	S. by E.	S.E.
2	6	S. by E.	S.E.
3	6	N. by E.	S.E.
4	6	S. by E.	S.E.

At 2 P.M. saw a brig standing to the South & East

Moderate breeze from the South & East.

5	6	6
6	6	6
7	6	6
8	6	6
9	7	
10	7	
11	7	
12	7	
1	7	
2	7	
3	7	
4	7	
5	7	
6	7	
7	7	
8	7	
9	7	4
10	7	4
11	7	4
12	7	4

Middle and latter part moderate breeze
 and pleasant weather
 All sail set

Course S 56° W
 Dist. 168
 Diff. Lat. 93
 Diff. Long. 149
 Dep. 140
 Lat. 10. 36. 23. 02
 Long. 10. 37. 24
 Lat. 0 by 22. 37

Big Cho from Boston towards St Catherine (S America)

16 1/2 Course, Wind
1 4 4 S.W. S. East

Remunty Monday Tuesday February 16th 1830
Commence moderate breeze and pleasant weather
All sail set to advantage.

2 4 4

3 4 4

4 4 4

5 4 4

6 4 4

7 4 4

8 4 4

9 4 4

10 4 4

11 4 4

12 4 4

1 4 4

2 4 4

3 4 4

4 4 4

5 4 4

6 4 4

7 4 4

8 4 4

9 4 4

10 4 4

11 4 4

12 4 4

breeze Middle and latter part pleasant weather and moderate

Course South 56 1/2
Dist. 108 miles
Diff. Lat 60 miles
Diff. Long. 97 miles
Dep. 90 miles
Lat. D.B. 23-57
Long. D.B. 39-06
Lat. Obs. 23-37
Long. Obs.

Drug bills from Boston towards St Catherine's (S.A.)

Aug 1888

Course by Wind

Remark

February

1830

Commences light breeze from the Southd. & Westd.

12

2 2

32

42

62

62

12

82

92

102

11 2

12 L

179

9 2

2 2
9 9

1. 2

4 2

52

62

7 2

100

82

9 2

0 2

Middle and latter part the same.

All sail set.

Bourse. S. 55. N. W.

Dist. 48

Dec. 40

Diff. Long. 44

Diff Lat. 27

Lat 12°N. 14°04'

Long L.R. 38-59.

Lat 04 24.03

Long Day 3rd 54

Brig Chas from Boston towards St. Catharines (S.A.)

Remains Feb. 16th 1850

Commences light winds and pleasant weather.

Course Wind

1 1 4
2 1 4
3 1 4
4 1 4

5 2

6 3

7 3

8 5

9 5

10 5 4

11 5 4

12 6

1 6

2 6

3 6

4 6

5 5 4

6 5 4

7 5 4

8 5 4

9 5 4

10 5 4

11 5 4

12 5 4

At 8 P.M. a strong breeze from the South'd & East'd

Ends with fresh breeze

All sail set

At 9 A.M. saw a bark standing to the North'd & East'd

Course S. 55° W.

Dist. 112

Def. 93

Diff. Long 603

Diff. Lat 63

Lat. Dub 25° 46'

Long D. B. 40° 37'

Lat. Ch. 25

Long Ch. 40° 45'

Brig Chis from Boston towards St Catherine's L. I. Feb 19th 1830

Day	Hour	Course	Wind
1	6	S. W. by W.	S E
2	6		
3	6		
4	6		
5	6		
6	6		
7	6		
8	6		
9	6		
10	6		
11	6		
12	6		
1	5		
2	5		
3	5		
4	5		
5	4		
6	4		
7	4		
8	3		
9	3		
10	5		
11	5		
12	5		

Remarks February 19th 1830
Commences fresh breeze and pleasant weather.
All sail set to advantage.

Middle and latter part the same

Course S 56° W
Dist. 127
Dep. 106
Diff. Lat. 71
Diff. Long. 117
Lat. D. R. 26 1/4
Long D. R. 42 42
Lat. Obs. 26 43
Long. Obs. 49 30

Brig. *Clie* from Boston towards St. Catherine (St. America)
 Remedy from Germany 20th 1738

h	m	s
1	5	4
2	5	4
3	5	4
4	5	4
5	2	4
6	2	4
7	3	
8	3	
9	4	
10	4	4
11	5	
12	5	
1	6	6
2	6	6
3	6	6
4	6	6
5	5	4
6	5	4
7	5	4
8	5	4
9	5	3
10	5	3
11	3	6
12	3	6

Course W. S. W. W. Windy N. E. S. E.

Commences strong breeze from the North'd
 & Easter.

Middle and latter part fresh breeze
 and pleasant weather.
 All sail set.

Course S 13° W
 Dist. 119.
 Diff. Lat. 34° 5'
 Dep. 113° 9'
 Diff. Long. 127° 00'
 Lat. D. R. 26° 38'
 Long. D. R. 44° 37'
 Lat. by 26° 40'

Brig Clie from Boston towards St-Catherine (L.A.)

141 146

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12

Course S. 79. W. *Map*
 Dep 121.6
 Diff Lat 24.2
 Dist 124
 Diff Long 137.
 Lat D R 27.4
 Long D R 46.54
 Lat Obj 27.06

141	146	147
1	4	4
2	4	4
3	4	6
4	5	
5	5	4
6	5	6
7	6	4
8	6	4
9	6	4
10	5	4
11	3	
12	3	
1	2	
2	2	
3	2	
4	"	
5	"	

Brig 6th from Boston towards St Catherine

No	H	M	Course	Wind	Remarks
1	4	4	West	N. E.	Commence Moderate breeze from the North & East
2	4	4			
3	4	6			
4	5				At 10 P.M. struck soundings in 35 fathoms
5	5	4			At 11 35 fathoms At 12 30 fathoms At 1 A.M.
6	5	4			25 fathoms At 3. ditto. how to At daylight saw
7	6	4			land to the South
8	6	4			
9	6	4			
10	5	4			At noon home up for St Catherine (our port of
11	3				destination.
12	3				
1	2				
2	2				
3	2				
4	"				
5	"				

how to

Course West
Dist 6.7
Lat Dep. 67
Diff Lat 8
Diff Long 00.
Lat D.R. 27-15
Long D.R. 46-54
Lat. Oh 27-15

In the Bay of St Catherines

Remains February 23 1830

Commences cloudy weather with squalls of rain. Rem into the bay of St Catherines and came to in 5 fathoms. During the night light winds.

At daylight got under way. Received a visit from the fort.

At 7 A.M. came to. At 10 A.M. sent a boat ashore. and at noon returned with a supply of wood. x

R	1/4	1/2
1		
2		
3	5	4
4	5	4
5	5	4
6	6	
7	6	4
8	6	4
9	6	4
10	6	
11	6	
12	6	
1	5	
2	5	
3	5	
4	5	
5	4	
6	4	
7	4	
8	4	
9	6	
10	6	
11	6	
12	6	

From Boston to Rio Grande (S.I.)

H	R	M	Course	Windy	Remarks
					Oct 24/1830
1			E. & E.	SSE	Fresh gales from the S.E. At 2.30 P.M. got under way and put to sea.
2	5	4			At 5 P.M. passed Woody Island bearing N. East dist. 10 miles.
3	5	4			
4	5	4			
5	5	4			
6	6	4			
7	6	4			
8	6	4			
9	6	4			
10	6	4			
11	6		S.W. by W.		At 6 P.M. shortened sail. At 8 do reefed main sail.
12	6				At 12 wore ship to the South'd & West'd reefed topsail and main sail.
1	5				
2	5				
3	5				
4	5				
5	4				
6	4				
7	4				
8	4				
9	6				
10	6				
11	6				
12	6				

At 6.30 A.M. saw the Land to the Westward.
Fresh gales from the S.E. and cloudy weather.

Took a departure from St Catherine Lat 27.32
Long 48

Course —
Dist. 120 —
Dep. —
Diff. Lat. —
Diff. Long. —
Lat. S.P. —
Long. S.P. —
J

Brig Clia from St. Catherine's towards Rio Grande (S.A.)

H K F

Course

Winds

Remarks, February 25th 1830

1 3 6
2 3 6
3 3 6
4 3 6
5 3 6
6 3 6
7 3 6
8 3 6
9 3 4
10 3 4
11 3 4
12 3 4
1 3 4
2 3 4
3 3 4
4 3 4
5 3 4
6 3 4
7 3 4
8 3 4
9 4 4
10 4 4
11 4 4
12 4 4

East

SSE.

Fresh gale from the N.E.

At 8 P.M. tacked ship to the South & West id.
wind moderating.

SSE

S.W.

SSW

At 9 A.M. tacked ship to the South & East id.

Course.

(mistake) Dist. 86.

Departure. 57

Diff. Lat. 61

Diff. Long.

Lat. DR.

Long. DR.

Lat. Observed 27.50

Long. Observed

Brig. *Clis* from St. Catharines towards Rio Grande (S.A.)

No.	He.	Course	Wind
1	4	S.W. by E	S.E. by E
2	4		
3	4		
4	4	S. by W.	
5	4		
6	4		
7	4		
8	4	South.	
9	3		
10	3		
11	3		
12	3		
1	3		
2	3		
3	3		
4	3	S.W. by N.	
5	3		
6	3	S.W.	
7	4		
8	4		
9	3		
10	3		
11	3		
12	3		

Remarks; *Friday* February 26th 1830

Commence fine breeze and pleasant weather.
Saw a schooner to the N.W.E.

South part of St. Catharines bore West Dist 15'

Course *S 47 W* *S 20 W*
Dist. 83
Diff. Lat. 74
Departure 28-4
Diff. Long. 48-32
Lat. *N.R.* 29-13
Long. *W.R.* 48-30
Lat. *Obs.* 29-13

Brig. Blis from Boston towards Rio Grande (S. A.)					Remarks, February 27 1830
Day	Hour	Wind	Course	Wind	
1	4		S. W.	E. N. E.	Commence moderate and variable wind from N. E.
2	4				to S. East.
3	4				At 6 P.M. the murre of Santa Martha bore N. S. W.
4	4				Dist. 12 miles. During the night squally with a heavy swell.
5	7				from the Eastward.
6	7				At daylight land to the westward 6 miles off.
7	6				
8	6				
9	5				At 10 A.M. tacked to the ship to the Eastward in
10	5			S. East	order to get an offing.
11	5				
12	5				
1	3				At 12 A.M. tacked ship to the South'ly and West'ly.
2	3				
3	3				
4	3				
5	3				
6	3				
7	4		S. B. E.		
8	4				
9	5				
10	5				
11	4	4	E. B. N.		
12	4	4			

Course S. 32° West
 Wind Dep. 44=3
 Dist. 107 miles
 Diff. Long. 51
 Diff. Lat. 76 miles
 Lat. L.R. 30=29
 Long. L.R. (30=39) 49=21
 Lat. Ch. 30=39

Run from St. Catherine's towards Rio Grande (S. A.)

H	K	F	Course	Wind	Remarks
1	5		S.S. West	S.E.	Commenced clear weather and fine breeze from the South'd & East'd. Stood along the land.
2	5				
3	5				
4	5				
5	5				
6	5				
7	5		E. N. East		
8	5				
9	5				At 6 P.M. tacked ship to the E. N. East
10	5				
11	5				
12	5				
1	5	4			
2	5	4	S. B. West		At 12 tacked to S. B. West.
3	6	4			
4	6	6			
5	7		S. S. West		
6	7		S. W. B. West		
7	8				At 9 A.M. saw the land.
8	8				
9	8		S. W.		At 10 were abreast of Burgard
10	8				
11	8				
12	8				End of with stiff breeze and fine weather. All sail set

Course S. B. W.
 Distance 146
 Diff. Lat. 12.8.1
 Dep. 24.7
 Lat. D. R. 32.47
 Long. D. R. 49.53
 Lat. Obs.
 Long. Obs.

From Rio Grande towards Boston

Day	Re	W	Course	Wind
1	4			
2	4			
3	4			
4	4		E. B. S.	N. E.
5				
6			E. S. E.	
7				
8				
9	3	4	E. B. S. S.	N. N. E.
10	3	4	E. B. S. S.	
11	4			
12	4			
1	4			
2	4			
3	4			
4	4			
5	4			
6	4			
7	4			
8	6			
9	6			
10	6			
11	7			
11	7			
12	7			

Friday May 7th 1830
 Moderate breeze from the N. E. At meridian
 spoke the Brig Cedric from Boston 57 days All well.
 At 12.30 P. M. spoke the Brig Sophia and Eliza from St Cath
 erine. At 3 P. M. the tower of Rio Grande bore per com
 pass W. S. W. Dist 20 miles from which I take my
 departure towards Boston

At night port moderate breeze from the N. E.

A Brig in sight to leeward

Course	E. B. S.
Lat.	10.8
Diff. Lat.	2.3
Diff. Long.	12.5
Dep. S.	106
Lat. L. P. D.	
Long. L. P. D.	49-55
Lat. Ch.	32.92

Day	Re	W
1	6	
2	6	
3	6	
4	6	
5	7	
6	7	
7	4	
8	3	2
9	4	
10	5	
11	5	
12	6	
1	6	
2	7	
3	7	
4	7	
5	7	
6	7	
7	7	
8	7	
9	6	
10	6	
11	6	
12	6	

atian
 St Cath
 per com
 Henry
 E.

No	No	No	Course	Wind
1	6		E.N.E.	N.N.E.
2	6			
3	6			
4	6		N.E.	
5	7			
6	7			
7	4			
8	3	2	N.E. by E.	
9	4			
10	5			
11	5			
12	6			
1	6		N.E.	
2	7			
3	7			
4	7			
5	7			
6	7			
7	7			
8	7			
9	6			
10	6			
11	6			
12	6			

Remarks May 8th 1830
 Commenced strong breeze from the N.N.E.
 All sail set to advantage.

Fresh breeze and clear weather.

End of with fine breeze and clear weather.

Course
 Dist. 144
 Diff Lat 28
 Diff Long
 True 137
 Lat. N. 31-16
 Long. W.
 Lat. Observation 31-43

Day	Wind	Course	Wind
1	7	N.E.	W.B.N.
2	7		
3	7		
4	7		
5	6		
6	6		
7	6		
8	6		
9	6		
10	6		
11	5		
12	5		
1	4		
2	4		
3	3		
4	3		
5	2	4	
6	2	4	
7	2		
8	2		
9	2	N.E.W.	
10	2		
11	1	4	
12	1	4	

Remarks May 4th 1830

Commence moderate breeze and pleasant weather.

At 3 P.M. set the studding sail

At 3 A.M. commenced squally weather. shortened sail

At 7 A.M. made sail. squally weather with showery rain

End of with light breezes and pleasant weather

Course
Dist.
Diff. Lat.
Diff. Long.
Dep.
Lat. D. R.
Long. D. R.
Lat. Observation.

104
104

$$\begin{array}{r} 39:51 \\ 54:36 \\ \hline 99:27 \end{array}$$

$$\begin{array}{r} 03:3 \\ 13:1 \\ \hline 16:458 \\ 60 \\ \hline 598 \\ 69 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 57:36 \\ 39:51 \\ \hline 19:45 \\ 60 \\ \hline 1185 \end{array}$$

7 days
 via and

As diff lat. 568
 x Long. 1485
 8:17
 10.3

$$\begin{array}{r} 59:36 \\ 40:38 \\ \hline 18:58 \\ 60 \\ \hline 1138 \end{array}$$

$$\begin{array}{r} 13:01 \\ 4:46 \\ \hline 08:15 \\ 60 \\ \hline 495 \end{array}$$

$$\begin{array}{r} 2742 \\ 851 \\ \hline 1887 \end{array}$$

x Lat 495 miles
 x Long 1138 miles
 Q. S. Co. 9:58

$$\begin{array}{r} 10.269461 \\ 58.05614 \\ \hline 9.89340 \\ 13.04954 \\ \hline 269.961 \\ 10.35493 \end{array}$$

Rad 10.000
 diff lat 568 2.7548
 Lee Co 10.36050

As Rad 10.00000
 x Lat 2.69461
 Lee Co 10.39384

$$\begin{array}{r} 1225 \\ 10.08815 \end{array}$$

3.11488

$$\begin{array}{r} 39:51 \\ 40:38 \\ \hline 80:29 \end{array}$$

William Bluff Port Arthur

N.W. 1/4 N. 33 miles 24:05 22:02
 N.W. 1/4 N. 57 miles 51:05 26:04

$$\begin{array}{r} 976 \\ 1:16 \\ \hline 46.6 \end{array}$$

Day	Wind	Temp	Bar	Remarks
1	7			
2	7			
3	7			
4	7			
5	6			
6	6			
7	6			
8	6			
9	6			
10	6			
11	5			
12	5			
1	4			
2	4			
3	3			
4	3			
5	2	4		
6	2	4		
7	2			
8	2			
9	2			

8" 851 / 551 / 159 / 158" 2

Man kind
Charlene

$$\begin{array}{r} 69 \ 60.7 \ 3.0 \\ 30 \ 32.6 \ 7. \\ \hline 945 \ 40 \end{array}$$

$$\begin{array}{r} 7^{\text{h}}46 \\ 3^{\text{h}}55 \\ \hline 11^{\text{h}}41 \\ 5^{\text{h}}55 \\ \hline 231 \end{array}$$

$$\begin{array}{r} 291 \\ \times 45 \\ \hline \end{array}$$

As Diff. Lat. 231 2.36361

Diff. Long. 29 1.59100
0.699775

Co. in. Med. lat. 5^h 50 9.11115
14.58881

$$\begin{array}{r} 50 \\ \hline 1.58881 \\ 926361 \end{array}$$

9, 23530

9. 33 7. 25

No. 10000
2.38361

2. 3861
 10. 00604

Dec Co
 9342 2.369.65

254.2

$$\begin{array}{r} 3:33 \\ 2:11 \\ \hline 46:50 \\ 42:25 \end{array}$$

number
(number)

60/104

Henry C. Manning
Manning
Manning
Manning

Course, L. & P.

bij Leest.

Diff. Boony.

Deposition

A. M. N.

Franklin

$$\begin{array}{r} 56 \\ 94 \\ 620 \overline{) 1150} \\ \underline{2} \\ 230 \end{array}$$

56
1.24

Brig Elis from Rio Grande towards Boston.
 Course wind Remark May 7th 1830

1	4		NE	Moderate breeze from the North East.
2	4			At meridian spoke the Brig Cedric 57 days
3	4			from Boston, all well.
4	4			
5		CBP		At 12.30 A.M. spoke the brig Sophia and
6				Eliza from St Cathering.
7		CBP		
8				At 3 P.M. tower of Rio Grande bore pr. com-
9	3			pass W. N. W. distance 20 mile from which
10	3	CBP		I take my departure bound to Boston
11	4	CBK.N.P.		
12	4			
1	4			Middle part moderate breeze from the N.W.E
2	4			
3	4			
4	4			
5	4			
6	4			A Brig in sight to leeward.
7	4			
8	4			
9	6			
10	7			
11	7			Ends with strong breeze and pleasant weather
12	7			All sail set.

Course	C.B.P.
Dist.	108
Dep.	106
Diff. Lat.	28
Diff. Long.	125
Lat. S. P.	
Long. D. P.	49-55
Lat. V. B.	32-32

9/117
 1.55
 200
 285 44

Brig Cleo from Rio Grande towards Boston.

Day	Hour	Course	Wind	H	K	F	Remarks
1	7	N.E.	N.W.B.	1	6		Commence strong breeze from the North East.
2	7			2	6		All sail set to advantage.
3	7			3	6		
4	7			4	6		
5	6			5	7		
6	6			6	7		
7	6			7	4		
8	6			8	8	8	
9	6			9	4		
10	6			10	5		
11	5			11	5		
12	5			12	6		
1	4			1	6		
2	4			2	7		
3	3			3	7		
4	3			4	7		
5	2	4		5	7		
6	2	4		6	7		
7	2			7	7		
8	2			8	7		
9	2			9	6		
10	2			10	6		
11	2			11	6		
12	2			12	6		

Middle and latter part fresh breeze and pleasant weather.

[Handwritten calculations and notes on a separate piece of paper, including numbers like 100, 1000, 10000, and various mathematical operations.]

Course. S. S. E.
 Dist. 114
 Off Port 76
 Diff Long 127
 Lat. S. 31-43
 Long. W. 47-48
 Lat. N. 31-43
 Dep. 127

[Faint handwritten notes or signatures]

A.

A Play-

The manuscript page features several staves of musical notation. At the top, there is a large, stylized initial 'A' in blue ink. Below it, the text '9. 10. 11. 12.' is written in a cursive hand. Further down, the text '13. 14. 15. 16.' is visible. The page is filled with various musical notes, including minims, crotchets, and quavers, some of which are crossed out with diagonal lines. There are also several large, stylized symbols that resemble the letters 'A' and 'B' drawn in blue ink. The paper is aged and shows signs of wear, including stains and foxing.

69/ 117
153
200
44
200

Brig Cle from Rio Grande towards St Cath Boston

Hour	Wind	Bar	Wind	Remarks
1	N.E.	103.0		
2	N.E.	103.0		
3	N.E.	103.0		
4	N.E.	103.0		
5	N.E.	103.0		
6	N.E.	103.0		
7	N.E.	103.0		
8	N.E.	103.0		
9	N.E.	103.0		
10	N.E.	103.0		
11	N.E.	103.0		
12	N.E.	103.0		
1	N.E.	103.0		
2	N.E.	103.0		
3	N.E.	103.0		
4	N.E.	103.0		
5	N.E.	103.0		
6	N.E.	103.0		
7	N.E.	103.0		
8	N.E.	103.0		
9	N.E.	103.0		
10	N.E.	103.0		
11	N.E.	103.0		
12	N.E.	103.0		

Handwritten calculations and notes on a separate piece of paper, including numbers like 100, 15, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

Course. N. 33. E.
 Dist. 23
 Diff. Lat. 19
 Diff. Long. 9
 Lat. L. R. 30-22
 Long L. R. 46
 Lat. C. 34
 Dep. 7.3

The studd-

A photograph of a piece of aged, stained, and torn paper. The paper is light brown/tan with significant foxing and dark stains. There are faint, dark, illegible markings that appear to be handwritten or stamped, possibly including the letters 'W' and 'M'. The paper is torn at the bottom edge, and a small portion of a white object is visible in the bottom left corner.

[illegible]

69/ 117
1.53
200
245 44

Run from West River towards Boston

Hour	Wind	Course
1	7	N.E.
2	7	
3	7	
4	7	
5	6	
6	6	
7	6	
8	6	
9	6	
10	6	
11	5	
12	5	
1	4	
2	4	
3	3	
4	3	
5	2	4
6	2	4
7	2	
8	2	
9	2	

Hour	Wind	Course
1	4	N.E.
2	4	
3	4	
4	4	
5	3	
6	2	4
7	2	4
8	2	
9	2	
10	2	
11	2	
12	2	
1	2	
2	2	
3	1	4
4	1	4
5	1	4
6	1	
7	1	
8	1	
9	1	
10	1	
11	2	
12	2	

Remarks May 12th 1830
Commence moderate breeze from the
N.W. All sail set to advantage

Only with light breeze and clear
but weather

1	4
2	4
3	4
4	4
5	3
6	3
7	4
8	5
9	6
10	6
11	5
12	5
1	5
2	5
3	5
4	5
5	5
6	5
7	5
8	5
9	5
10	5
11	5
12	5

Handwritten calculations and notes on a separate piece of paper, including numbers like 192, 158, 12, 53, and various fractions.

Course S 45° W
Dist. 53
Lat. 37° 5'
Long. 73° 45' 46"
Dep. 37.5
Lat. 38° 39'
Diff. Long. 43.

Wm. H. ...

Day ... from ... towards Boston

No.	W.	Course	Wind	Remarks
1	3	N.E.		
2	3			
3	3			
4	3			
5	3			
6	3	N.E.	W.C.	
7	4			At 7 P.M. fresh breeze from W.C.
8	5			
9	6	N.E.B.		At 9 P.M. squally with rain. shortened sail.
10	6			
11	5			
12	5			
1	5			
2	5			
3	5			
4	5			
5	5	N.E.	Variable	
6	5			
7	5			At 7 A.M. set the flying jib and Main top gallant sail.
8	5			At 7:30 set the fore Royal.
9	5			
10	5			
11	5			Ends with stiff breeze, and squally weather.
12	5			

Course 288° W.
 Dist. $94^{\circ} 4'$
 Dep. $58^{\circ} 4'$
 Diff. Lat. $78'$
 Diff. Long. $66'$
 Lat. L.R. $27^{\circ} 26'$
 Long. L.R. $42^{\circ} 40'$
 Lat. Obs. $27^{\circ} 17'$

9 miles ...

$$\begin{array}{r} 99.3 \\ 4 \\ \hline 103.3 \end{array}$$

$$\begin{array}{r} 104 \\ 50 \\ \hline 154 \end{array}$$

$$\begin{array}{r} 117 \\ 153 \\ \hline 270 \end{array}$$

$$\begin{array}{r} 117 \\ 153 \\ \hline 270 \end{array}$$

Brig Clin from Rio Grande towards Boston

Day	Hour	Course	Wind	Day	Hour	Day	Hour	Course	Wind	Remarks
1	7	N.E.	N.W.B.	1	5	6		N.P.E.±E	E.±N.	Commence fresh breeze from the N.P.E. with light squalls.
2	7			2	5	6				
3	7			3	5	6			E.±S.	
4	7			4	5	6				
5	6			5	5	6				
6	6			6	5	4				
7	6			7	5	4		N.E.B.N.		
8	6			8	5	4				
9	6			9	5	4				
10	6			10	5	4				
11	5			11	5	4				At 10 A.M. spoke brig Centurion from Havana bound to River Plate 6 days out.
12	5			12	5	4				
1	4			1	5			N.P.E.		
2	4			2	5					
3	3			3	5					
4	3			4	5					
5	2	4		5	5	4		N.B.E.		
6	2	4		6	5	4				At 9 A.M. detached ship to the Southward Captured.
7	2			7	5	4				
8	2			8	5			N.E.		
9	2			9	6					
10				10	4	4				Ends with light breeze and clear weather
11				11	4	4				
12				12	4	4				

[Handwritten notes and calculations on a separate piece of paper, including dates like 1st Dec, 2nd Dec, 3rd Dec, and various numbers.]

Course	S. 53. E.
Dist.	128
Diff. Lat.	76
Diff. Long.	87
Lat. D. R.	26-1
Long. D. R.	41-13
Lat. Obs.	25-13
Departure	78
Long Obs.	41-39

Brig Cle from Rio Grande towards Boston

Day	Hour	Sp	Course	Wind	Remarks May 15th 1830
1	5		P.B. N.E. 1/2 W.	N.E. 1/2 E.	Strong Gale from the N.E. 1/2 E.
2	5				
3	5				
4	5				At 4 P.M. spoke the Brig Traveller of Boston
5	5				
6	5				At 6.30 tacked ship to the South & East of
7	4		E.S.E.		
8	4				
9	5		E.B.N.		
10	5				
11	5				
12	5				At midnight strong breeze from the N.E. 1/2 E.
1	5				Took in the Main Topail and Fore Top Gallant
2	5				Mail.
3	5				
4	5				
5	5				
6	5				
7	5				At 7.4. M. set them again.
8	5				
9	6				
10	6				Ends with light breezes and pleasant
11	4	4			weather
12	4	4			All sail set to advantage

Course: N. 77° E. 1/2 S.
 Dist. 119
 Dep. 70.5
 Diff. Lat. 7
 Diff. Long. 84
 Lat. D.R. 25-46
 Long. D.R. 40-15
 Lat. Ch. 25-46
 Long Ch. 40-15

91 117
 153
 264
 285 44

S 53.6
 128
 76
 87
 26-1
 41-13
 25-13
 78
 41-39

Brig Clip from Rio Grande towards Boston

Hour	Course	Wind	Remarks
1	N.E.	N.N.E.	Strong breeze from the S.N.E.
2	N.E.	N.N.E.	
3	N.E.	N.N.E.	
4	N.E.	N.N.E.	
5	N.E.	N.N.E.	
6	N.E.	N.N.E.	
7	N.E.	N.N.E.	
8	N.E.	N.N.E.	
9	N.E.	N.N.E.	
10	N.E.	N.N.E.	
11	N.E.	N.N.E.	
12	N.E.	N.N.E.	
1	N.E.	N.N.E.	
2	N.E.	N.N.E.	
3	N.E.	N.N.E.	
4	N.E.	N.N.E.	
5	N.E.	N.N.E.	
6	N.E.	N.N.E.	
7	N.E.	N.N.E.	
8	N.E.	N.N.E.	
9	N.E.	N.N.E.	
10	N.E.	N.N.E.	
11	N.E.	N.N.E.	
12	N.E.	N.N.E.	

Old and latter part the
same!

Course	P. 80° East
Dist	151 miles
Bearing	148.3
Diff Lat	25
Diff Long	164
Lat 1908	25-21
Long 1902	37-20
Lat 04	25-25

Run from Rio Grande towards Boston

Day	Mo	Yr	Course	Winds	Remarks
1	6	4	C.P.E.		Strong breeze and cloudy
2	6	4	N.E.E.		
3	6	4			
4	6	4	N.East		Today being Admiral Sir Isaac Coffin's birth day (16th civil account) it was celebrated with demonstration of affection towards him and with the best feelings of ^{friendship} affection towards each other.
5	6	4			
6	6	4			
7	6	4			
8	6	4			
9	6	4			
10	6	4			
11	6	4			
12	6	4			At 11 P.M. carried away the flying Gib Boom.
1	6				
2	6				
3	6				
4	6				
5	6				
6	6				
7	6				
8	6				
9	6				
10	6				End with strong breeze and clear weather
11	6				
12	6				

Course N. 56° E.
 Dist 150
 Dep. 1236
 Diff. Lat. 84
 Diff. Long. 136
 Lat. S. 24.1
 Long. W. 35-10
 Lat. Obs.

9/11/17
 153
 200
 244

Boat Trip from Richpunde towards Boston

Hour	Wind	Course
1	7	N.E.
2	7	
3	7	
4	7	
5	6	
6	6	
7	6	
8	6	
9	6	
10	6	
11	5	
12	5	
1	4	
2	4	
3	3	
4	3	
5	2	4
6	2	4
7	2	
8	2	
9	2	

Hour	Wind	Course
1	5	N.E. & E
2	5	
3	5	
4	5	
5	5	
6	5	
7	5	
8	5	
9	5	
10	5	
11	5	
12	5	
1	5	E.N.E.
2	5	
3	5	
4	5	
5	5	
6	5	
7	5	
8	3	4 N.E.
9	3	
10	3	
11	2	4
12	2	4 N.E.

Remarks May 18th 1830

Commenced strong gale from the N.W. by 5

At meridian reefed the main sail.

At 8 P.M. reefed the foretop sail

At 9.30 A.M. set the main top sail

At 10 A.M. took the reef out of the foretop sail.

At 10.30 set the foretop gallant sail

Ended with a calm

Hour	Wind	Course
1	2	
2	2	
3	2	
4	2	
5	4	
6	4	
7	4	
8	4	
9	4	
10	4	
11	4	
12	4	
1	5	
2	5	
3	5	
4	5	
5	5	
6	5	
7	5	
8	5	
9	5	
10	5	
11	5	
12	5	

Handwritten notes and calculations on a separate piece of paper, including dates like 'May 18 1830' and various numerical figures.

Course N. 56 East
 Dist 110
 Dep. 86
 Diff. Lat. 61
 Lat. D.R. 23-18
 Long. N.R. 33-36
 Lat. Obs. no observation
 Diff. Long. 94
 Long. Obs. no observation

Brig Clip from New Granada towards Boston

No	No	No	Course	Wind	Remarks May 29 th 1830
1	2		N.E.		
2	2				Commences moderate breeze and variable.
3	2		N.E.	Variable	
4	2				
5	4				
6	4				At 6 P.M. put the standing-sail.
7	4				
8	4	4			
9	4				
10	4				
11	4	4			
12	4	4			
1	5		N.B.W.		
2	5				
3	5				
4	5				
5	5		N.E.	East.	At 7:30 A.M. saw a Brig to the standing to the South'd and East'd.
6	6				
7	6				
8	6				Ends with fresh breeze and pleasant weather. All sail set to advantage.
9	6				
10	5				
11	5				
12	5				

Course	N. E.
Dist.	106
Dep.	19.1
Diff. Lat.	103.8
Diff. Long.	21
Lat. L.R.	21.34
Long. L.R.	33.16
Lat. O.R.	21.55
Long. O.R.	

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

9.10.3

Brig. Elie from Rio Grande towards Boston

Mo	Ho	Bo	Course	Wind	Remarks
					May 20 th 1830
			N.B.E.	S. East	Strong trade from the South East
					All drawing sail set
1	7		1	7	4
2	7		2	7	4
3	7		3	7	4
4	7		4	7	4
5	6		5	9	
6	6		6	9	
7	6		7	9	
8	6		8	9	
9	6		9	7	4
10	6		10	7	4
11	5		11	9	
12	5		12	9	
1	4		1	9	
2	4		2	9	
3	3		3	9	North.
4	3		4	9	
5	2	4	5	8	4 N.B.E.
6	2	4	6	8	4
7	2		7	8	4
8	2		8	8	4 North
9	2		9	9	
10	2		10	9	
11	2		11	9	
12	2		12	9	

At 8 P.M. equally shortened sail.

At 11 P.M. set sail again.

Middle and latter part strong breeze and pleasant weather. All sail set to advantage.

Course N 5° East
 Dist. 205
 Dep. 16
 Diff. Lat. 204
 Diff. Long. 17
 Lat. L.R. 18° 31'
 Long. L.R. 32° 58'
 Lat. C.R. 18° 29'

Handwritten notes and calculations on the left margin, including dates like "May 20" and "May 21" and various numbers.

Brig *Olin* from *San Pedro* towards *Boston*

No	He	P	Course	Wind	Remarks
1	7	4	North	S. East	Commenced moderate breeze and pleasant weather. All drawing sail set.
2	7	4			
3	7	4			
4	7	4			
5	7	4			At 5 P.M. bent a new Fore Tergal.
6	8				
7	7	4			
8	7	4			
9	7	4			
10	7	4			
11	7	4			
12	7	4			
1	7	4			
2	7	4			
3	7	4			
4	7	4			At 4 P.M. squally shortened sail.
5	7	4			
6	7				At 6 P.M. made sail again.
7	7				
8	7				Middle and latter part light breeze and clear weather.
9	6				
10	6				All sail set to advantage.
11	6				At meridian saw a sail to leeward.
12	6				

Course N 8° (ex) West
 Dist 173
 Diff. Lat. 172.9
 Diff. Long. 8'
 Dep. 8'
 Lat. N. R. 15° 36'
 Long. W. R. 32° 50'
 Lat. Obj. 15° 34'

San Pedro

9.9.3

9.9.3

9.9.3

9.9.3

9.9.3

9.9.3

Brig Chas. from Rio Grande towards Boston

Dry Oct. from Rio Grande				Course		Wind	Remarks	Saturday May 12 ^a 1830	
1	2	3	4	1	2	3	4	1	2
1	7			1	6	4		1	7
2	7			2	6	4		2	7
3	7			3	7			3	7
4	7			4	7			4	7
5	6			5	7			5	7
6	6			6	7			6	7
7	6			7	7			7	7
8	6			8	7			8	7
9	6			9	7			9	7
10	6			10	7			10	7
11	5			11	7			11	7
12	5			12	7			12	7
1	4			1	11	7		1	6
2	4			2	12	7		2	6
3	3			3	1	5	4	3	6
4	3			4	2	5	4	4	6
5	2	4		5	3	7		5	7
6	2	4		6	4	7		6	7
7	2			7	5	7		7	7
8	2			8	6	7		8	7
9	2			9	7	7		9	7
10	2			10	7	7		10	7
11	2			11	7	7		11	6
12	2			12	7	7		12	6

Cruze 103° 14'

Dist 164

Dep 8-0

Diff Lat 164°

Diff Long 8 1/2

Lat 10° 34'

Long 16° 34'

Lat 0° 15'

Long 13° 15'

[Faint handwritten notes or signatures]

Up to leeward

Strong

St.

il set.

and.

сумма в руб.

325.5

SP3^o Nat

164

 $8=0$

1638

8. 10. 11.

12.52

32: 50

13112

Hour	MC	Sp	Course	Wind	Remarks
1	7		Port	Port East	Commences strong trades and pleasant weather.
2	7			Port East	
3	7	4			
4	7	4			All sail set to advantage.
5	7				
6	7				
7	7				
8	7				
9	7				
10	7				
11	7				
12	7				Middle and latter part fresh breeze and rainy.
1	6	4			
2	6	4			
3	6	4			
4	6	4			
5	7				
6	7				
7	7				
8	7				
9	7				
10	7				
11	6	4			Bearing and dist of Pernambuco N 40.5 W. Dist. 177.5
12	6	4			

Bearing and dist of Pennumbree
N 40.5 W. dist 177.5

Lat. Obs. $18^{\circ} 25'$

Courge S 3 4 1/2

Sept 166

Dep 8.1

Diff Lat 185.8

Diff Long 08

Lat. S. E. 10° 22'

Long D. R. 33.56

St. George's Island

923

84

This image shows a blank, aged, light brown paper cover or endpaper of a book. The paper has a textured, slightly mottled appearance with various small dark spots and fibers visible. There are several prominent scratches and scuffs across the surface, particularly a long, thin horizontal scratch near the bottom and a curved scratch on the left side. The overall color is a warm, yellowish-brown, characteristic of old paper.

$$\begin{array}{r}
 117 \\
 \times 244 \\
 \hline
 468 \\
 2340 \\
 \hline
 28548
 \end{array}$$

Brig Ohio from Rio Grande towards Boston

Brig Ohio from Rio Grande towards Boston											
Course		Wind		Remarks		Monday May 25 th 1830					
1	7	1	7	1	7	1	7	1	7	1	7
2	7	2	7	2	7	2	7	2	7	2	7
3	7	3	7	3	7	3	7	3	7	3	7
4	7	4	7	4	7	4	7	4	7	4	7
5	6	5	6	5	6	5	6	5	6	5	6
6	6	6	6	6	6	6	6	6	6	6	6
7	6	7	6	7	6	7	6	7	6	7	6
8	6	8	6	8	6	8	6	8	6	8	6
9	6	9	6	9	6	9	6	9	6	9	6
10	6	10	6	10	6	10	6	10	6	10	6
11	5	11	5	11	5	11	5	11	5	11	5
12	5	12	5	12	5	12	5	12	5	12	5
1	4	1	4	1	4	1	4	1	4	1	4
2	4	2	4	2	4	2	4	2	4	2	4
3	3	3	3	3	3	3	3	3	3	3	3
4	3	4	3	4	3	4	3	4	3	4	3
5	2	5	2	5	2	5	2	5	2	5	2
6	2	6	2	6	2	6	2	6	2	6	2
7	2	7	2	7	2	7	2	7	2	7	2
8	2	8	2	8	2	8	2	8	2	8	2
9	2	9	2	9	2	9	2	9	2	9	2
10	2	10	2	10	2	10	2	10	2	10	2
11	2	11	2	11	2	11	2	11	2	11	2
12	2	12	2	12	2	12	2	12	2	12	2
1	1	1	1	1	1	1	1	1	1	1	1
2	1	2	1	2	1	2	1	2	1	2	1
3	1	3	1	3	1	3	1	3	1	3	1
4	1	4	1	4	1	4	1	4	1	4	1
5	1	5	1	5	1	5	1	5	1	5	1
6	1	6	1	6	1	6	1	6	1	6	1
7	1	7	1	7	1	7	1	7	1	7	1
8	1	8	1	8	1	8	1	8	1	8	1
9	1	9	1	9	1	9	1	9	1	9	1
10	1	10	1	10	1	10	1	10	1	10	1
11	1	11	1	11	1	11	1	11	1	11	1
12	1	12	1	12	1	12	1	12	1	12	1

Rearing and dist of ~~Almond~~ the P-
pasha Tencloiad Det. Norhona

Course. $N 3^{\circ} 48'$
Dist. $159'$
Dep. $7'' 8$
Diff. Lat. 158.8
Diff. Long. $8'$
Lat. $L. R.$ $7^{\circ} 48'$
Long. $L. R.$ $33^{\circ} 14'$
Lat. $Obj.$ $7^{\circ} 40'$

with light

by a boat
in a cove,

h. p.

Rev B-

ona

10

9
10

1566

56.6
b'

7. 11

॥ ११ ॥

100

1190

Brig Ohio from Rio Grande to reach Boston

[Faint handwritten notes or signatures]

9th July 1860

4. 99 33

4
New
York
Story

~~Handwritten scribbles and a diagonal line.~~

This image shows a blank, aged, light brown paper cover or endpaper of a book. The paper has a textured, slightly mottled appearance with various small dark spots and fibers visible throughout. There is no text or other markings on the surface.

107

11
15
20
24 44

A close-up photograph of a textured, aged, light brown surface, possibly a book cover or endpaper. The surface shows signs of wear, including small dark spots, fibers, and a slightly uneven color. The texture is fibrous and organic.

No	BE	BY	Course	Wind	Remarks
1	7		N. B. E.	E. S. E.	Commenced moderate breeze from the E. S. E. All driving sail set.
2	7				
3	7				
4	7				
5	7				
6	7				
7	7				
8	7				
9	7				
10	7				
11	7				
12	7				Experienced a strong Northerly current.
1	7		N. N. E.		
2	7				
3	7				
4	7				Middle and latter part strong breeze and pleasant weather
5	7				
6	7				
7	6		N. N. W.	South East	
8	7				
9	6	4			Took a dep. from Periebas and found the long to be 1 ^h 36 out of the way.
10	6	4			
11	6	4			
12	6	4			Bearing and dist of Ferdinand

Course. $N 3^{\circ}$ East
Dist. 163.
Off Bat 156.4
Off Long 10
Lat. D.R. $5^{\circ} 10'$
Long. D.R. $33^{\circ} 4'$
Def. 9" 4
Lat. Obs. $4^{\circ} 53'$

$$\begin{array}{r} 69 \overline{) 117} \\ \underline{115} \\ 20 \\ \underline{18} \\ 20 \\ \underline{18} \\ 20 \end{array}$$

Brig Cle from Rio Grande towards Boston.

Day	Hour	Course	Day	H	K	F	Course	Wind	Remarks
1	7	N.E.	1	1	7	4	N.W.	Both East	Wednesday May 26th 1831
2	7		2	2	7	4			Commences strong trades and pleasant weather.
3	7		3	3	7	4			All drawing sail set.
4	7		4	4	7	4			
5	6		5	5	1	4			
6	6		6	6	7	4			
7	6		7	7	7	4			
8	6		8	8	7	4			
9	6		9	9	7	4	N.W.		At 9 P.M. jibed ship.
10	6		10	10	7	4			
11	5		11	11	7	4			
12	5		12	12	7	4			
1	4		1	1	7	4			
2	4		2	2	6	4			
3	3		3	3	6	4			
4	3		4	4	6	4			Middle and latter part moderate breeze and pleasant weather.
5	2	4	5	5	5				
6	2	4	6	6	5				
7	2		7	7	5				
8	2		8	8	5				
9			9	9	6	4			
			10	10	6	4			
			11	11	7				
			12	12	7				Bearing and dist of Ferdinand Noronha

Handwritten notes and calculations:
 100
 200
 300
 400
 500
 600
 700
 800
 900
 1000
 1100
 1200
 1300
 1400
 1500
 1600
 1700
 1800
 1900
 2000
 2100
 2200
 2300
 2400
 2500
 2600
 2700
 2800
 2900
 3000
 3100
 3200
 3300
 3400
 3500
 3600
 3700
 3800
 3900
 4000
 4100
 4200
 4300
 4400
 4500
 4600
 4700
 4800
 4900
 5000
 5100
 5200
 5300
 5400
 5500
 5600
 5700
 5800
 5900
 6000
 6100
 6200
 6300
 6400
 6500
 6600
 6700
 6800
 6900
 7000
 7100
 7200
 7300
 7400
 7500
 7600
 7700
 7800
 7900
 8000
 8100
 8200
 8300
 8400
 8500
 8600
 8700
 8800
 8900
 9000
 9100
 9200
 9300
 9400
 9500
 9600
 9700
 9800
 9900
 10000

Course N 41 East
 Dist. 164
 Diff Lat 133
 Dep. 109
 Diff Long 109
 Lat. D.R. 25 40
 Long D.R. 36 49
 Lat. Obs. 25 42

[illegible]

Bearing and dist. Barbados

Bearing	N 60: 35 W	Lat	14 7/8
Course	N 3° W		
Dist	111		
Diff Lat	110		
Dep	10" 9'		
Lat 10 R	0" 39 N		
Lat 0 6 S	0" 56 N		
Long in	38 1		
Diff Long	11		

Voyage from New France towards Boston						
Day	Lat	Long	Course	Winds	Remarks	
1st Squaly	1	3 4	North	East.	Commences moderate breezes from the Eastward and clear weather.	
	2	3 4				
	3	3 4				
2nd Squaly	4	3 4				
3rd Squaly	5	3 4				
4th Squaly	6	3 4				
5th Squaly	7	3 4				
6th Squaly	8	3 4				
7th Squaly	9	3				
8th Squaly	10	4				
9th Squaly	11	4				
10th Squaly	12	4				
11th Squaly	1	4 4				
12th Squaly	2	4 4				
13th Squaly	3	4 4				
14th Squaly	4	4 4				
15th Squaly	5	6	N.W.			
16th Squaly	6	6				
17th Squaly	7	6		N.E.	At 1 P.M. fresh breezes from the N.E. and Squally with rain.	
18th Squaly	8	6				
19th Squaly	9	6 4				
20th Squaly	10	6 4			Ends with fresh breezes and squally weather.	
21st Squaly	11	6 4				
22nd Squaly	12	6 4				

Bearing and dist of Barbadoes

Bearing N 68:24 W.
Dist. 140 3

Course. N 32 W.

Dist. 111

Diff. Lat. 94.5

Diff. Long. 40

Lat. N. 40

Lat. S. 2:30

Lat. E. 2:17

Long. in 58:41

Bearing N 65:10 W. Dist. 127

Wm. M. W. M.

9th Squaly

9 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

4 2 3

Brig Geo from New Granite towards Boston

Remarks May 30th 1830

Commences moderate breeze and pleasant weather.

All sail set to advantage.

Middle and latter part
light breeze and latter part
and pleasant.

variation $3/4$ Westward.

Course. N. 42. W.
Distance. 10 1/4 miles
Diff. Lat. 77.1 miles
Departure. 69.8 miles
Diff. Long. 20 miles
Lat. D.R. 3: 34
Lat. Obs. 3: 33
Long. in 39: 51

Bearing and distance of
Barbadoes. Bearing N 64.09 W
Distance 1303

$$\begin{array}{r} 1^{\text{st}} 30 \\ 1^{\text{st}} 12 \\ \hline 39 \end{array}$$

$$\frac{24}{2} = 12$$

$$\frac{164}{2} = 82$$

$$\frac{1653}{2} = 826.5$$

$$\frac{15^{\circ} 36'}{2} = 7^{\circ} 48'$$

$$\frac{12^{\circ} 52'}{2} = 6^{\circ} 26'$$

Boston
 3:14
 1:46
 60

1:32
 2:00
 1:40
 1:20
 1:00
 0:40
 0:20
 0:00

1:57
 1:40
 1:20
 1:00
 0:40
 0:20
 0:00

My Ship from New Grande towards Boston

No.	W.	S.	Course	Wind.	Remarks
1	4		N. W. $\frac{1}{2}$ N.		Moderate breezes and variable.
2	4				
3	4				
4	4				
5	4				
6	4				
7	4	4			
8	4	4			
9	4	4	N. N. W.		
10	4	4			
11	4	4			
12	4	4			
1	2	4			
2	2	4			
3	2	4			
4	2	4			
5	3				
6	2				
7	?		Calm		At 8 A.M. squally with hail. Showers rain.
8	3				
9	6				
10	6				
11	6				
12	6				
12	6				Ends with strong breeze and pleasant weather.

Course N. 33 East
Dist 90 miles
Diff Lat 26 miles
Departure 47 miles
Diff. Long 47 miles
Lat L.R. 4:46
Lat Obs
Long in 40:38

Long in 40:38

Bearing and Distance of Barbadoes.

Bearing N 65° 10' W Dist 12 1/2

Remarks				Bearing		Distance	
Lat	Long	Course	Wind	Lat	Long	Course	Wind
1	7			1	1	3	
2	7			2	2	3	
3	7			3	3	3	
4	7			4	4	3	
5	6			5	5	3	
6	6			6	6	3	
7	6			7	7	3	
8	6			8	8	3	
9	6			9	9	3	
10	6			10	10	3	
11	5			11	11	3	
12	5			12	12	2	
1	4			1	1	2	
2	4			2	2	4	
3	3			3	3	4	
4	3			4	4	4	
5	2			5	5	4	
6	2			6	6	4	
7	2			7	7	4	
8	2			8	8	3	
9	2			9	9	3	
10	2			10	10	3	
11	2			11	11	3	
12	2			12	12	3	

Course. N. 45° W. S. -
Dist. 76 miles
Diff. Lat. 53 miles
Departure 54 miles
Diff. Long. 54 miles
Lat. L. R. 51° 39'
Lat. B. 51° 19'
Long. in. 41° 32'

Boston
towards

Steward

Rain

lost

lost
lost
lost
lost

Brig. *Elia* from Rio Grande towards Boston U.S.A.

<i>H</i>	<i>H</i>	<i>H</i>	Course	Wind	Remarks, June 2nd 1830
1	2		N.W.	N.E.	Commences moderate breeze from the N.N.E.
2	2				
3	2				
4	2				
5	2				
6	2	4			
7	2	4			
8	2	4			
9	5				
10	5				
11	5	4			
12	5	4			
1	5				
2	5				
3	5				
4	5				
5	5	4	N.W. & N.	N.E.	Equally with rain.
6	5	4			
7	6				
8	6				
9	6				
10	6				
11	6				Ends with stiff breeze from the North & Eastward
12	6				

Course, N 45 W
Latitude, 10 6
Diff Lat, 75
Departure, 75
Diff Long, 75 miles
Lat. N. R. 6 34
Long. L. R. 42 47
Lat. C. General 6 34

W. N. W. W. N. W. W. N. W.

9 9 3

9 9 3

9 9 3

9 9 3

9 9 3

9 9 3

9 9 3

9 9 3

9 9 3

[Faint handwritten notes or signatures]

comp-

breeze

20 m

The page contains several staves of musical notation, which is mostly illegible due to fading and ink bleed-through. There are several handwritten notes and symbols:

- At the top left, a large, stylized letter 'A' or 'H'.
- To the right of this, the word "Preludio" is written in a cursive hand.
- Below the 'A', there are some numbers, including "92" and "3".
- In the center, there is a large, stylized letter 'A' or 'H'.
- To the right of this, there is a large, stylized letter 'A' or 'H'.
- At the bottom left, there is a small, stylized drawing of a face or mask.
- At the bottom right, there is a small, stylized drawing of a face or mask.

$\frac{97 \overline{) 117}}{118}$

Brig Elia from Rio Grande towards Boston U.S.A.

H	K	F	Course	Wind	Bemarks
1	1	1			Tuesday June 8th 1830

Brig Elia from Rio Grande towards Boston U.S.A.

No.	H.	F.	Course	Wind	Bemarks
1	7	4	N. by E.	N. East	Commences strong trades and pleasant weather. All sail set to advantage.
2	7	4			
3	7	4			
4	7	4			
5	7	4			
6	7	4			
7	7	4			
8	7	4			
9	7	4			
10	7	4			
11	7	4			
12	7	4			
1	7	4			Ends with moderate breeze and pleasant weather.
2	7	4			
3	7	4			
4	8				
5	8				
6	8				
7	8				
8	7	4			
9	7	4			
10	7	4			
11	7	4			
12	7	4			

Condor in co.

Ends with moderate breeze and pleasant weather.

Bearing and dist. of G. L. Perineta.

Bearing N 39 1/2 W Course N 39 West
 Distance 122 miles Dist 182 miles
 Dep. Lat. 141 "
 Departure 115.5 "
 Lat. D. 16. 06 "
 Lat. Obs. 16. 02 "
 Long. in. 50: 55 "
 Diff. Long. 120 miles

Handwritten notes and sketches in the top right corner.

Handwritten notes and sketches in the middle right margin.

Handwritten notes and sketches in the bottom right margin, including a small diagram.

Big Bls from Rio Grande towards Boston									
18	18	18	18	18	18	18	18	18	18
1	2	3	4	5	6	7	8	Course	Wind
1	7	1	1	1	1	1	1		
2	7	2	2	2	2	2	2		
3	7	3	3	3	3	3	3		
4	7	4	4	4	4	4	4		
5	6	5	5	5	5	5	5		
6	6	6	6	6	6	6	6		
7	6	7	7	7	7	7	7		
8	6	8	8	8	8	8	8		
9	6	9	9	9	9	9	9		
10	6	10	10	10	10	10	10		
11	5	11	11	11	11	11	11		
12	5	12	12	12	12	12	12		
1	4	1	1	1	1	1	1		
2	4	2	2	2	2	2	2		
3	3	3	3	3	3	3	3		
4	3	4	4	4	4	4	4		
5	2	5	5	5	5	5	5		
6	2	6	6	6	6	6	6		
7	2	7	7	7	7	7	7		
8	2	8	8	8	8	8	8		
9	2	9	9	9	9	9	9		
10	2	10	10	10	10	10	10		
11	2	11	11	11	11	11	11		
12	2	12	12	12	12	12	12		
1	1	1	1	1	1	1	1		
2	1	2	2	2	2	2	2		
3	1	3	3	3	3	3	3		
4	1	4	4	4	4	4	4		
5	1	5	5	5	5	5	5		
6	1	6	6	6	6	6	6		
7	1	7	7	7	7	7	7		
8	1	8	8	8	8	8	8		
9	1	9	9	9	9	9	9		
10	1	10	10	10	10	10	10		
11	1	11	11	11	11	11	11		
12	1	12	12	12	12	12	12		

Big Bls from Rio Grande towards Boston U.C.A.

Commences moderate breeze and pleasant weather

Condor in company

Saw some gulf weed for the first time

Ends with the strong breeze and pleasant weather

18:30
 18:32
 18:34
 18:36
 18:38
 18:40
 18:42
 18:44
 18:46
 18:48
 18:50
 18:52
 18:54
 18:56
 18:58
 19:00
 19:02
 19:04
 19:06
 19:08
 19:10
 19:12
 19:14
 19:16
 19:18
 19:20
 19:22
 19:24
 19:26
 19:28
 19:30
 19:32
 19:34
 19:36
 19:38
 19:40
 19:42
 19:44
 19:46
 19:48
 19:50
 19:52
 19:54
 19:56
 19:58
 20:00

Course N 42 West
 Distance 20.2 miles
 Diff Lat. 14' 9.7"
 Departure 135.7"
 Diff Long 142 "
 Lat 6° 18' 32"
 Lat 6° 18' 52"
 Long in 181° 32' 53.17"
 Bearing and distance of Bermuda
 Bearing N 36.21 West
 Distance 1030 miles

A close-up photograph of a piece of aged, yellowed paper. The paper has a mottled texture with various brown spots and stains. Faint, dark, handwritten markings are visible, including what appears to be the number '12' on the left and some scribbled lines and characters in the center and right. The overall appearance is that of an old, weathered document or scrap of paper.

nt

ather

unday

[illegible]

Brig Cleo from Rio Grande towards Boston U.C.S.

<i>Day</i>	<i>Hour</i>	<i>Lat</i>	<i>Long</i>	<i>Course</i>	<i>Wind</i>	<i>Remarks</i>
1	7	1	1			
2	7	2	2			
3	7	3	3			
4	7	4	4			
5	6	5	5			
6	6	6	6			
7	6	7	7			
8	6	8	8			
9	6	9	9			
10	6	10	10			
11	5	11	11			
12	5	12	12			
1	4	1	1			
2	4	2	2			
3	3	3	3			
4	3	4	4			
5	2	5	5			
6	2	6	6			
7	2	7	7			
8	2	8	8			
9	2	9	9			
10	2	10	10			
11	2	11	11			
12	2	12	12			

Brig Cleo from Rio Grande towards Boston U.C.S.
1830
June 9th
1830

Course
Distance
Diff Lat
Departure
Diff Long
Lat Obs'd
Long "
Bearing and distance of
Bearing
Distance

Bay of Rio Grande towards Boston U.S.A.

H F F Course Wind Remarks Thursday June 10th 1850

1
2
3
4
5
6
7
8
9
10
11
12
1
2
3
4
5
6
7
8
9
10
11
12

*Course.
Distance.
Diff Lat.
Departure
Lat Obs
Lat Obs'd
Long in
Diff Long.
Bearing and distance of
Bearing.
Distance.*

9 miles

9 3

4 3 3

4 3 3

4 3 3

4 3 3

4 3 3

4 3 3

To Capt. A. B. Pinkham

Big Chico June 11th 1850

~~Rev.~~ Sir,

Agreeable to your orders I hereby give you the following description of the rigging where it leads &c.

Flying gillb halland's. Supposing the coil to be lying on deck. The end is taken up and rove through a block under the Top Gallant Head'sail; Tack; and from there carried down and bent on to the head of the sail. The other end remaining on deck.

Gibb. Hallyard. One end is taken up and goes through a block under the topmast cross tree and from there down through a block at the head of the sail and carried back again and made fast on the collar of the topmast stay. The other end is made fast to the

Royal Harbour
The other end is made fast on deck.
One end is taken up and rove through a shive hole at mast head
and made fast to the yard and then rove through a block se-
cured on the sail and from there rove through a block turned
into the standing part and down on deck again.

Top of the Mast.
One end is taken up and rove through a fair hole at mast head and bent on to the yard. The other end is rove through a block hooked on the sail and then up again through a block turned into the standing part and then down on deck again.

The Toppail Haliandy general speaking consists of three parts viz Tye, Pendant & Runner. The Tye reaves through a shive hole at mast head and shackled at mast head onto the yard. The tye is rove through a shive hole at the mast head and shackled to the yard. The runner reaves through a block split into the tye and comes down in the top and secured. On the other end of the runner, a ^{double} block through which the tackle fall reaves after reaving there it is brought down and rove through a single block and then back again through the double block and from there down again to the single block (which is hooked on the rail) and there secured. The other end is made fast on deck.

Sch. doing Sail
Top of Halibut.

Top of Halvardy.

on deck.
are rove as follows, One end is taken up and rove through the ~~hole~~ ^{Block} ~~at the Top~~ on the forward part of the top gall^l Jacks and from there through the Lintel block on the end of the Top 9^t yard and then brought down and bent on the yard. The other end is made fast on deck.

Topmast Studding ^{seil} ~~and~~ ^{hullies} are one as follows. One end is taken up through the top and rove through the bullock block under the topmast cap and from there down through the Jewel block on the end of the topsail yard and brought down and bent on the yard. The other part is made fast on deck.

1	2	3	4	5	6	7	8	9	10	11	12
1	7	1	1	1	1	1	1	1	1	1	1
2	7	2	2	2	2	2	2	2	2	2	2
3	7	3	3	3	3	3	3	3	3	3	3
4	7	4	4	4	4	4	4	4	4	4	4
5	6	5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6	6	6
7	6	7	7	7	7	7	7	7	7	7	7
8	6	8	8	8	8	8	8	8	8	8	8
9	6	9	9	9	9	9	9	9	9	9	9
10	6	10	10	10	10	10	10	10	10	10	10
11	5	11	11	11	11	11	11	11	11	11	11
12	5	12	12	12	12	12	12	12	12	12	12
1	4	1	1	1	1	1	1	1	1	1	1
2	4	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3	3	3
4	3	4	4	4	4	4	4	4	4	4	4
5	2	5	5	5	5	5	5	5	5	5	5
6	2	6	6	6	6	6	6	6	6	6	6
7	2	7	7	7	7	7	7	7	7	7	7
8	2	8	8	8	8	8	8	8	8	8	8
9		9	9	9	9	9	9	9	9	9	9
		10	10	10	10	10	10	10	10	10	10
		11	11	11	11	11	11	11	11	11	11
		12	12	12	12	12	12	12	12	12	12
		1	1	1	1	1	1	1	1	1	1
		2	2	2	2	2	2	2	2	2	2
		3	3	3	3	3	3	3	3	3	3
		4	4	4	4	4	4	4	4	4	4
		5	5	5	5	5	5	5	5	5	5
		6	6	6	6	6	6	6	6	6	6
		7	7	7	7	7	7	7	7	7	7
		8	8	8	8	8	8	8	8	8	8
		9	9	9	9	9	9	9	9	9	9
		10	10	10	10	10	10	10	10	10	10
		11	11	11	11	11	11	11	11	11	11
		12	12	12	12	12	12	12	12	12	12
		1	1	1	1	1	1	1	1	1	1
		2	2	2	2	2	2	2	2	2	2
		3	3	3	3	3	3	3	3	3	3
		4	4	4	4	4	4	4	4	4	4
		5	5	5	5	5	5	5	5	5	5
		6	6	6	6	6	6	6	6	6	6
		7	7	7	7	7	7	7	7	7	7
		8	8	8	8	8	8	8	8	8	8
		9	9	9	9	9	9	9	9	9	9
		10	10	10	10	10	10	10	10	10	10
		11	11	11	11	11	11	11	11	11	11
		12	12	12	12	12	12	12	12	12	12

Lower Standing sail halyards are rove as follows. The end is taken from the deck and rove through a span block secured round the Top mast and from there down through the ~~lower~~ block on the end of the ^{Topmast} ~~fore~~ gaffal and from there down on deck and bent to the yard. The other part remains on deck.

Peak halyards to the spencers are rove as follows. The end is rove through a double block hooked on the after part of the Foremast and from there down through a block on the gaff and then back again through the block hooked to the cap and then back again through another block on the gaff and made fast to the double block.

Foremast halyards are rove as follows. The end is taken from the deck and rove up through a ^{double} block hooked on the under part of the top and from there through a double block secured to the jaws of the gaff and then back again through the upper block and down again through the lower block and then back and secured to the upper block.

Main Top Gt. Halyards are rove thus. The end is taken up and rove through a shive hole at the Top Gt. Mast head and from there brought down and hooked to the yard. The other end is taken and rove through a block secured to a block the sail and from there rove through another block turned in the standing part of the halyard and from there down on deck.

Main Top sail halyards are rove as follows. They consist of three parts namely the Tye Runner & tackle. The tye reeve through a shive hole at the Topmast head and from there brought down and secured to the yard. On one end of the Tye is a block through which the runner reeves and after reeving through there comes down in the main crutches and is there secured. On the other end of that is a block through which the Tackle reeve and then comes down on deck and made fast round the foremast. The other end remains on deck.

I shall next give an account of the sheets according to the best of my knowledge.

Main Sheet is rove as follows. Through two double blocks one hooked on to the main bomb and the other through a bolt at the stern. The end is taken and rove through the block hooked at the stern and then through the block on the bomb and from there back again through the block at the stern and then back through the block on the bomb and back again secured to the block at the stern.

Main Top Sheet is rove as follows. The end is taken from the deck and rove through a leading block on the second shroud and then through the leading track and from there through the quarter block on the Main Top sail yard and through a shive hole on the end of the yard and bent onto the clew of sail.

Main Top sail sheet reeve as follows. The end is taken up and rove through a quarter block on the Main Top sail yard and then through a shive hole on the end of the same yard and bent on the clew of the sail. The other end remains on deck.

Handwritten notes on a separate piece of paper:
 1st. 1/2
 2nd. 1/2
 3rd. 1/2
 4th. 1/2
 5th. 1/2
 6th. 1/2
 7th. 1/2
 8th. 1/2
 9th. 1/2
 10th. 1/2
 11th. 1/2
 12th. 1/2
 13th. 1/2
 14th. 1/2
 15th. 1/2
 16th. 1/2
 17th. 1/2
 18th. 1/2
 19th. 1/2
 20th. 1/2
 21st. 1/2
 22nd. 1/2
 23rd. 1/2
 24th. 1/2
 25th. 1/2
 26th. 1/2
 27th. 1/2
 28th. 1/2
 29th. 1/2
 30th. 1/2
 31st. 1/2
 32nd. 1/2
 33rd. 1/2
 34th. 1/2
 35th. 1/2
 36th. 1/2
 37th. 1/2
 38th. 1/2
 39th. 1/2
 40th. 1/2
 41st. 1/2
 42nd. 1/2
 43rd. 1/2
 44th. 1/2
 45th. 1/2
 46th. 1/2
 47th. 1/2
 48th. 1/2
 49th. 1/2
 50th. 1/2
 51st. 1/2
 52nd. 1/2
 53rd. 1/2
 54th. 1/2
 55th. 1/2
 56th. 1/2
 57th. 1/2
 58th. 1/2
 59th. 1/2
 60th. 1/2
 61st. 1/2
 62nd. 1/2
 63rd. 1/2
 64th. 1/2
 65th. 1/2
 66th. 1/2
 67th. 1/2
 68th. 1/2
 69th. 1/2
 70th. 1/2
 71st. 1/2
 72nd. 1/2
 73rd. 1/2
 74th. 1/2
 75th. 1/2
 76th. 1/2
 77th. 1/2
 78th. 1/2
 79th. 1/2
 80th. 1/2
 81st. 1/2
 82nd. 1/2
 83rd. 1/2
 84th. 1/2
 85th. 1/2
 86th. 1/2
 87th. 1/2
 88th. 1/2
 89th. 1/2
 90th. 1/2
 91st. 1/2
 92nd. 1/2
 93rd. 1/2
 94th. 1/2
 95th. 1/2
 96th. 1/2
 97th. 1/2
 98th. 1/2
 99th. 1/2
 100th. 1/2

Spencers Sheet.

is rove as follows. The end is taken and rove through a block seized on the clue of the sail and from there it is rove through a single block which is hooked to an eye bolt in the deck and from there back again through the block on the clue of the sail and then made fast to a pin lashed to the block hooked at the eye bolt.

Fore Royal sheet.

is rove as follows. One end is rove through the leading block on the second stroud up through the fairlead ^{from the top} and to the Topmast shrouds through the quarter block on the topgallant yard and through the shive hole on the end of the same yard and then bent to the clue of the sail the other part remains on deck.

Fore Top Sheet

is rove as follows. The end is rove from the deck up through a leading block on the third stroud and through a track on the same stroud and then up through the quarter block on the Fore topgallant yard and then through a shive hole on the end of the same yard and bent on the clue of the sail. The other end is made fast on deck.

Fore Toppail sheet

is rove as follows. One end is taken from the deck and rove through the quarter block on the Fore yard and from there through a shive hole on the end of the same yard and bent on to the clue of the sail.

Fore Sheet

seams thus. One end is fixed a hook which is hooked on a bolt in the side and then rove through a block on the clue of the sail and afterwards rove through a shive hole through the chock in the side and then made fast on deck.

Flying Gibb sheet

is rove as follows. It consists of only a single part which is bent on the clue of the sail and then comes in on deck.

Gibb Sheet

is rove as follows. It consists of a whip and pendant. The pendant is seized on the clue of the sail. One end of the pendant is a block through which the whip seams and then seams through a hole in the side and is there confined by a knot. The other end comes in on deck.

Topmast Flaysail sheet

is rove after the same manner that the Gibb sheet is.

Top Mast Studding sail sheet

is rove as follows. The end is bent on to the clue of the sail and then comes down in the top.

Topmast Studding sail sheet.

is rove as follows. The end is taken up and bent on the clue of the sail and then comes down forward of the fore yard on deck.

Lower Studding sail sheet

is carried from the deck and bent on the clue of the sail.

Flying gibb downhaul.

is rove as follows. The end is taken and rove through a hole in the knight head and from there through a fairlead on the bowsprit and then rove through a block on the end of the bomb and then through some of the banties and made fast to the head of the sail.

Gibb down haul

is rove through a hole in the knight head and through the fairlead and then through a block on the end of the Gibb bomb and through some of the banties and bent on the head of the sail.

of the sail

9th July 1844

993

4/11/44

4/11/44

4/11/44

[illegible]

Tow Twpast staysail down haul reaves as follows. The end is rope through a hole in the staysheet on
cardboard side and then through a block on the end of the bowsprit string
some of the hanky and back to the head of the sail.

Lower Shudⁿ
Cathartes

Cathartes

Fore tack

Top ~~Coast~~ Sheddington
sail tack.

Polmar

Studdingracket

Maun Brack,

Mean Lapsail

Brace

Main Top

Gallant's Brace

Love, Mary

Done

Johann B. 1800

None Left

103

Fore Royal

Врач

Lower Studetung

Sail out hauler

Having forgot to mention

Rank

Halving

Throat Halibut.

re Royal Letter

Top Gallant

Diff

hook on to the end of the yard and it then rose through a shackle at waist head and brought down and ^{secured} ~~clamped~~ in the lock by two fast Dicks.

1	7	1	1	1	1
2	7	2	2	2	2
3	7	3	3	3	3
4	7	4	4	4	4
5	6	5	5	5	5
6	6	6	6	6	6
7	6	7	7	7	7
8	6	8	8	8	8
9	6	9	9	9	9
10	6	10	10	10	10
11	5	11	11	11	11
12	5	12	12	12	12
1	4	1	1	1	1
2	4	2	2	2	2
3	3	3	3	3	3
4	3	4	4	4	4
5	2	5	5	5	5
6	2	6	6	6	6
7	2	7	7	7	7
8	2	8	8	8	8
9	2	9	9	9	9
10	2	10	10	10	10
11	2	11	11	11	11
12	2	12	12	12	12

Fore Top Sail Lift reeves through a ^{bully eye} ~~block~~ at the mast head and from there is carried down and secured in the top.

Fore Lift is secured on the end of the yard and then brought up and reeve through a block on the cat. on one end is a cleavable block through which the fall reeves. The fall also reeves through a block hooked on the fife rail after the manner of a watch table purchase.

Main Top G. Lift. After being secured to the end of the yard reeves through a thimble at the Top G. mast head and is secured to the Main Top G. Jacky.

Main Top Sail Lift reeves through a bully eye at the Topmast head and is then brought down and secured in the main cross tree.

Main Lift reeves through an eyebolt on the cat and is brought down and made fast in the ~~top~~ main cross tree.

Spencer Foot brail reeves through a block on one of the booms and is then carried down and bent on to the Leech of the sail.

Throat brail reeves through a block on the jaws of the gaff and brought down and bent on to the ~~foot~~ ^{peak} of the sail.

Peak Brail reeves through a block on the gaff and bent to the Leech of the sail.

The long boat is hoisted out by tackle on the Fore and main yard and also with the help of the vang's. When the small boat is to be hoisted out or in Tackles are fixed on the main swifter and Fore to pinart back stay and then hooked on to the boat.

I remain,
Respectfully
your obedient servant

Henry Stapp Jr

Boston
 1832
 10:30

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12

Brig Cleopatra from Rio Grande towards Boston U.S.A.

<i>H</i>	<i>H</i>	<i>F</i>	<i>Course</i>	<i>Wind</i>	<i>Remarks Saturday June 19th 1830</i>
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

Course
Distance
Diff Lat
Departure
Diff Long
Lat L.R.
Lat Obs'd
Long
Bearing & dist of
Bearing
Distance

W. N. E. 1/2 S.

9 miles

9 9 3

4 2 3 1/2

4 2 3 1/2

9 11 1/2
1.53
2 44

Big Ch from Rio Grande towards Boston U. S. A.

Big Clin from Rio Grande towards Boston U.S.A.									
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O	H _P	H _Q	H _R	H _S
	H _L	H _S	H _M	H _N	H _O				

Course.
Diff. Lat.
Distance.
Departure.
Diff. Long.
Lat. 1st R.
Lat. Obj.
Long. in
Bearing & distance of
Bearing
Distance.

[Faint handwritten notes or signatures]

[Handwritten notes:]

9th July 1860
y y 3
4
4
A. J. J.

This page from a manuscript features a large, stylized drawing of a fish or aquatic creature, possibly a shark or ray, with a grid-like pattern on its body. The drawing is surrounded by various symbols, including a large 'X' and several smaller, illegible characters. The page is heavily stained and discolored.

This image shows a blank, aged, light brown paper cover or endpaper of a book. The paper has a textured, slightly mottled appearance with various small dark spots and fibers visible. There are several prominent scratches and scuffs across the surface, particularly a long, diagonal one near the bottom. The color is a warm, yellowish-brown, typical of old paper. There is no text or other markings on the page.

91 117
153
200
344
285 44

Topmast Shopping sail The end is taken up ^{through the top} and rose through the bullock
Rough down ^{under the topmast} through the Jewel block on the End of the Topmast yard and from there
brought down in cleck and made fast on the Jara. The other end is made
fast on deck. Lower Studding sail The end is taken up ^{through} and rose through the Jewel block
under the topmast cross trees which is made fast to a ^{the mast}. It is then rose through the Jewel block
on the end of the fore yard and carried down and bent on the yard.
The other end is made fast on deck.

bullseye

[illegible]

Peak haliard, to be taken. The end is rove from the deck up through a double block hooked on to the after part of the main cap and from there through a single block on the gaff and then back again through the double block and then rove through another single block on the gaff and carried back again and made fast to the double block. The throat haliard are rove through two double blocks one hooked on to the jaws of the gaff and the other hooked on to the main cross-tree. The throat and peak haliard of the spencer are rove in like manner. Main top gallant haliard are rove as follows. The end is taken up and rove through the shive hole at mast head and then brought down and bent onto the yard. The other end is rove through a block secured to a lashing pin in the sail up through another block turned into the haliard and from there on deck. Main top sail haliard. One end is taken up as they consist of three parts viz. Eye, Tackle, Runner. The eye rove through a shive hole at mast head and from there is brought down and bent onto the yard. On the other end of the eye is a block through which the runner rove, after which the runner is made fast in the main cross-tree. At the other end of the runner is a double block through which the tackle rove and from there the tackle rove through a single block hooked onto the rail and from there rove back again through the double block and back again made fast on to the single block. The other end being made fast on deck. Main sheets, rove as follows. It is rove through a double block at the stem and a single block on the main bomb. Main top g't sheet is rove as follows. The end is taken off deck and rove through a leading block on the second shroud and up through the leading truck and up through the cross-tree through the quarter block on the top sail yard and then through a shive hole on the end of the top sail yard and bent on to the clue of the sail. Main top sail sheet. It is rove from the deck up through the quarter block on the main yard and then through a shive hole on the end of the main yard and bent on to the clue of the sail. (Spencer sheet) One end is taken and rove through the block seized on to the clue of the sail and then back through a block hooked on an eyebolt in the deck and then back again and made fast to the block on the clue. Fore royal sheet) One end is taken and rove through the leading block on the 2nd shroud and then through the fairlead up between the topmast shrouds and then through the quarter block on the top gallant yard and shive hole on the end of the yard and then bent on the clue of sail. (Top gallant sheet) is rove from the deck up through the leading block on the third shroud and then through a leading truck and then up through the quarter block on the top sail yard and up through a shive hole on the end of the top sail yard and bent on to the clue. The other end remaining on deck. (Top sail sheet) They are rove from the deck up through the quarter block on the fore yard and then through a shive hole on the end of the fore yard. The other end being on deck. Fore sheet is rove through a block in the side and then through a block fastened on the clue of the sail and then hooked on to an eyebolt in the side. (Gill sheet) The gill sheet consists of a whiff. The pendant is made fast on the clue of the sail and on the other end is a block through which the whiff rove and is then made fast on deck.

B Prologue

To an exhibition of the pupils of the Coffin School.
written and spoken by Miss Sarah C. Barker

When science first in western worlds appeared
And in this wilderness her temple reared
She taught Columbia's sons that they were free
Her country's first best wealth was liberty
When struggling with oppression from her foes
To guard her cause great Washington arose
His noble deeds inspired each patriot soul
Enlightened freemen could not brook controul
They triumphed and in this our happy land
Science and liberty join hand in hand
Her influence doubt and darkness can dispel
Explain the past the coming time foretell
The latent germs of Genius come to light
Which but for had slept in endless night
Of research and inquiry unconfined
Tend to enlighten and improve mankind
Of education does to freedom lead
Or Superstition dreary march impede
Then he* whose bounty here itself displays
Deserves our warmest thanks our highest praise
This bright example worthy of his name to future ages shall
To future ages shall his worth proclaim
The Godless One shall herself enroll his p.
His hallowed name on her undying scroll
To make instruction with amusement blend
Others to please our chief design and end
We claim no merit in dramatic art
No tragic excellence to move the heart
~~Let if your kind attention but amuse~~
Yet if our feeble efforts but amuse
Your kind attention you will not refuse

* Admiral Coffin

[illegible]

Kullback

R. Lozano

To an exhibition of the pupils of the Boston School
When science first in western worldlets appeared
And in this wilderness her temple reared
She taught Columbia's sons that they were free
Her country's first best wealth was liberty
When struggling with oppression from

When Science first in western worlds appeared
And in this wilderness her temple reared
She caught Columbia's sons that they were free
Her country's first best wealth was liberty
When struggling with oppression from

And in this wilderness her temple reared

She caught Columbia's sons that they were free

Her country's first best wealth was liberty

When struggling with oppression from

Mr. John L. Blake

Mr William P Page

Miss Frances H. Starbuck

professor
professor

Mr. Bigelow started from Boston Tuesday 22nd December 1830
R. M. arrived at St. Catherine's Cove 23rd of February 1830

Wm. C. Carter, born Boston Tuesday 22nd December 1830

Wm. C. Carter, born Boston Tuesday 22nd December 1830

Bussell arrived on day of St. Catherine the 23rd of February 1830

Left St Catharines 24th
February 1850

[Faint handwritten notes or signatures]

4
A. G. M. Palmer

4. 99 33

45. 25. 15.

The image shows the front cover of an old book. The cover is made of a light brown, textured material, possibly paper or cloth, which is heavily aged and discolored. There are numerous small, dark spots and stains scattered across the surface. Faint pencil markings are visible, including a large, irregular scribble in the center and some smaller marks near the top left. The edges of the cover are slightly worn and uneven.

69 | 117
115
200
244 44

A close-up photograph of a piece of aged, light brown paper. The paper has a textured, slightly mottled appearance with various stains and marks. A prominent dark circular mark is visible near the top center. Below it, there is a curved, brownish stain that resembles a small arc or a partial smile. To the left of this arc, there is a small, dark, irregular mark. Further down and to the left, there is a faint, dark, curved line. The overall color of the paper is a warm, light brown or tan.

Beating and Mith of

Henry Clapp



Henry Clapp's Book

Henry Clapp's Book
BMC CLIO. / 1830